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By Special and Official Authority.

BRADSHAW'S

MONTHLY RAILWAY AND STEAM NAVIGATION

GUIDE,

FOR GREAT BRITAIN AND IRELAND,

CONTAINING

CORRECT AND OFFICIAL TABLES OF THE HOURS OF DEPARTURE, ARRIVAL, DISTANCE, AND DURATION OF TRANSIT, OF THE TRAINS ON EVERY RAILWAY THROUGHOUT THE UNITED KINGDOM:

A MONTHLY ALMANACK AND TIDE TABLE:

ALPHABETICAL LIST OF THE STEAMERS,

&c.; &c.,

AND THEIR TIMES OF SAILING FROM EVERY STATION THROUGHOUT ENGLAND, SCOTLAND, WALES, AND IRELAND, TO HOME AND FOREIGN PORTS, &c.:

THE SAILING OF HER MAJESTY'S MAIL PACKETS,

(Immediately after the Almanack, for which see Contents:)

PUBLISHED OFFICIALLY IN THIS WORK BY AUTHORITY OF THE LORDS OF THE ADMIRALTY:

WITH AN

INDISPENSABLE VARIETY OF MERCANTILE & GENERAL INFORMATION

ILLUSTRATED BY A SPLENDIDLY EXECUTED

TRAVELLING MAP OF THE RAILWAYS

Of Great Britain and Part of Ireland,

Shewing such Lines as have the **ELECTRIC TELEGRAPH** *now in operation.*

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BRADSHAW'S
RAILWAY GUIDE
SEPTEMBER 1848

Lochcarron
Glen Urquhart
Glen Morrison
Caledonian Canal
Dores
Duthil
Old Meldrum
Arilochan
Alford
Monymusk
Towie
Fort Augustus
Kingussie
Alvie
Inch
Braemar
Tarland
Kintail
Strath
Ardnamurchan
Fort William
Loch Eil
Loch Leven
Glencoe
Appin
Oban
Kilchrenan
Glenorchy
Lochearnhead
Crieff
Kenmore
Dunkeld
Blairgowrie
Tannadice
Montrose
Arbroath
Dundee
Perth
St Andrews
Elie
Anstruther
Leven
Largo
Kinross
Dunblane
Alloa
Stirling
Callander
Aberfoil
Luss
Balloch
Helensburgh
Dumbarton
Greenock
Rothesay
Isle of Bute
Isle of Arran
Isle of Islay
Isle of Mull
Isle of Jura
Isle of Gigha
Isle of Colonsay
Isle of Tiree
Isle of Skye
Isle of Man
Isle of Arran
Isle of Whithorn
Isle of Douglas
Isle of Peel
Isle of Ramsey
Isle of Castletown

RAILWA
& THE LIN
Lochcarron
Dores
Glen Urquhart
Caledonian Canal
Loch Ness
Duthil
Old Meldrum
Tarves
NEWBURGH
Arileoghan
Kintail
Alvie
Inch
Alford
Towie
Monymusk
ABERDEEN
Fort Augustus
Kingussie
Braemar
STONEHAVEN
Fort William
Ballachulish
Glencoe
Oban
Kilchrenan
Glenorchy
Lochearnhead
Crieff
Balquhiddar
Comrie
Perth
Dundee
Arbroath
Montrose
Brechin
Lawencekirk
Bervie
Tannadice
Glamis
Forfar
Kenmore
Aberfeldy
Dunkeld
Blairgowrie
Cupar Angus
Newburgh
St Andrews
Cupar
Ceres
Crail
Anstruther
Elie
Leven
Largo
Kinross
Dunfermline
Dunblane
Alloa
Stirling
Callander
Aberfoil
Luss
Balloch
Helensburgh
Dumbarton
Greenock
Renfrew
Paisley
Glasgow
Edinburgh
Haddington
Dunbar
Berwick
Burntisland
Kirkcaldy
Inverkeithing
Leith
Granton
Granton House Sta.
Dalkeith
Fala
Chirnside
Eyemouth
St Abbs Head
Coldstream
Kelso
Jedburgh
Hawick
Galashiels
Melrose
Selkirk
Peebles
Stow
Eddleston
Greenlaw
Lauder
Carnwath
Biggar
Lanark
Douglas
Stewarton
Galston
Kilmarnock
Irvine
Troon
Ayr
Old Cumnock
New Cumnock
Sanquhar
Dalmellington
Mauchline
Muirkirk
Leadhills
Crawford Sta.
Abington Sta.
Thankerton Sta.
Symington Sta.
Lamington Sta.
Dunsyre
Carstairs
Beattock
Moffat
Thornhill
Penpont
Dumfries
Lockerbie
Ecclefechan
Lochmaben
Dunscore
Dalry
Castle Douglas
New Galloway
Newton Stewart
Creetown
Gatehouse
Kirkcudbright
Wigtown
Whithorn
Isle of Whithorn
Portpatrick
Stranraer
Glenluce
Sorby
Barnsmeal
Kirkmaiden
Port Logan
Drummore
Mull of Galloway
Girvan
Ballantrae
Colmonell
Cairn
Pinmore
Maybole
Kilmory
Arran
Isle of Arran
Brodick
Lamlash
Whiting Bay
Ailsa Rock
Glasgow 161 Miles
Belfast to Whitehaven
Belfast to Fleetwood 120 M
Belfast to Liverpool 145 M
Dublin to Fleetwood 145 M
Dublin to Liverpool 156 Miles
Douglas to Liverpool 210 Miles
Douglas to Liverpool 210 Miles
Douglas to Whitehaven
Douglas to Fleetwood
Douglas to Liverpool

BRADSHAW'S MAP OF GREAT BRITAIN

Shewing the RAILWAYS COMPLETED & IN PROGRESS WITH THE ELECTRIC TELEGRAPH LAID DOWN & THE LINE OF NAVIGATION FROM THE PRINCIPAL SEAPORTS,

1848

SCALE OF MILES

0 5 10 15 30 45 60 Miles

The Figures Shewn Thus *12* apply to the Following Lines the names of which for want of space could not be inserted on the body of the Map.

1	Sheffield Rotherham Barnsley & Wakefield Railway
2	South Staffordshire ..... do
3	Shropshire Union ..... do
4	South Yorkshire Doncaster & Goole ..... do
5	St Helens ..... do
6	West London ..... do
7	Blackwall ..... do
8	Windsor Staines & South Western ..... do
9	Wishaw & Coltness ..... do
10	Erewash Valley ..... do
11	Leeds Dewsbury & Manchester ..... do
12	Dundee & Arbroath ..... do
13	Nottingham & Mansfield ..... do
14	Manchester & Southport ..... do
15	Liverpool & Bury ..... do
16	Oldham Alliance ..... do
17	Manchester & Altrincham ..... do
18	Birkenhead Lancashire & Cheshire Junc.n ..... do
19	Monkland Junction ..... do
20	Cockermouth & Workington ..... do
21	Crediton & Exeter ..... do
22	Exeter & Exmouth ..... do
23	Royston & Hitchin ..... do
24	Ashburton Newton & South Devon ..... do
25	Clarence ..... do
26	East & West Yorkshire ..... do
27	Fleetwood Preston & West Riding Junc.n ..... do
28	Gloucester & Dean Forest ..... do
29	Monmouth & Hereford ..... do
30	Berks & Hants ..... do
31	Colchester Stour Valley Sudbury & Halstead ..... do
32	Glasgow Barrhead & Neilston ..... do
33	Glasgow Paisley & Greenock ..... do
34	Kingstown & Dublin ..... do
35	Dublin Dundrum & Rathfarnham ..... do
36	Rugby Leamington & Warwick ..... do
37	Rugby & Oxford Junc.n ..... do
38	Coventry & Nuneaton ..... do
39	Wharfdale ..... do
40	Bolton Blackburn Clitheroe & North Western Junc.n ..... do

EXPLANATION

Principal Stations Marked thus ..... *

Intermediate ..... do ..... do ..... +

Railways in operation shewn thus ..... ——

Do in progress or for which Acts have been obtained - - - - - -

Figures placed after the names of Principal Towns, express the distance from London thus ..... LEEDS 205.

The Steam Boat Tracks from all the Principal Ports shew the general course of the Voyage and the distance in Miles.

The average rate of sailing in favourable weather is 10 Miles P.r Hour.

Lines on which the Electric Telegraph is in operation shewn thus ▭▭▭

IRISH SEA
ST GEORGES CHANNEL
BRISTOL CHANNEL
CARDIGAN BAY
BARNSTAPLE BAY
BRIDGEWATER BAY
ISLE OF MAN
Douglas
Peel
Ramsey
Castletown
Belfast
Dublin
Liverpool
Holyhead
Fleetwood
Barrow
Morecambe Bay
Solway Firth
Whitehaven
Workington
Maryport
Carlisle
Kendal
Lancaster
Preston
Blackpool
Southport
Wigan
Bolton
Warrington
Chester
Wrexham
Shrewsbury
Aberystwyth
Barmouth
Dolgelly
Machynlleth
Newtown
Welshpool
Oswestry
Ellesmere
Whitchurch
Holyhead
Beaumaris
Bangor
Caernarvon
Conway
St Asaph
Denbigh
Ruthin
Mold
Flint
Harwarden
Holywell
Prescot
Liverpool
Birkenhead
Runcorn
Northwich
Nantwich
Crewe
Malpas
Whitchurch
Ellesmere
Market Drayton
Newport
Wellington
Coalbrookdale
Broseley
Bridgenorth
Wolverhampton
Dudley
Stourport
Bewdley
Ludlow
Leominster
Bromyard
Hereford
Malvern
Worcester
Tewkesbury
Gloucester
Cheltenham
Ross
Monmouth
Abergavenny
Merthyr Tidvil
Pontypool
Aberdare
Caerphilly
Newport
Chepstow
Dursley
Stroud
Thornbury
Wickwar
Chipping Sodbury
Marshfield
Bristol
Clevedon
Kenysham
Bradford
Axbridge
Wedmore
Wells
Shepton Mallet
Frome
Glastonbury
Castle Cary
Bridgewater
Taunton
Swansea
Neath
Aberavon
Llantrissant
Bridgend
Cowbridge
Cardiff
Llandaff
Barry
Penarth
Cardigan
Newport
Fishguard
Haverfordwest
Milford
Pembroke
St Davids
Tenby
Carmarthen
Llandilo
Llandovery
Brecon
Llandeilo
Llandilofawr
Llandaff
Aberaeron
New Quay
Tregaron
Rhaiadr
Llanidloes
Llanfair
Llanfyllin
Llanrhaiadr
Llanfair
Llangollen
Corwen
Ruthin
Denbigh
Llanrwst
Llandudno
Penmaenmawr
Conway
Llandudno Junction
Bangor
Caernarvon
Beaumaris
Holyhead
Amlwch
Middle Mouse
Great Mouse
Skerry Isle
Carnedds Pt
Elianus
Point of Ayre
Ramsey
Douglas
Peel
Castletown
Calf of Man
Langness Pt
Port Erin
Port St Mary
Kirkcudbright
Gatehouse
Creetown
Kirkowan
Wigton
Whithorn
Sorby
Glasserton
Barnhead
Garlieston
Isle Head
Port William
Monreith Bay
Mull of Galloway
Portpatrick
Stranraer
Glenluce
Port Nessock
Kirkmaiden
Loganhead
Drummore
Ballycopeland I
Copeland I
Donaghadee
Holywood
Belfast
Carrickfergus
Ballycorry
Larne
Muck I
Maghery
Moneypoint
Ballymena
Antrim
Lough Neagh
Lisburn
Hillsborough
Dromore
Ballynahinch
Saintfield
Downpatrick
Strangford
Portaferry
Kirkcubbin
Grey Abbey
Newry
Armagh
Banbridge
Tandragee
Portadown
Dundrum
Newcastle
Ballaganett
Annalong
Kilkeel
Rostrevor
Carlingford
Dundalk
Dundalk Bay
Clogher Hd
Drogheda
Boyne
Balbriggan
Skerries
Lusk
Rush
Swords
Howth
Dublin
Kingstown
Dunleary
Bray
Wicklow
Arklow
Rathdrum
Gorey
Enniscorthy
Wexford
Ferns
Waterford
Dungarvan
Youghal
Cork
Kinsale
Old Head of Kinsale
Cahore Pt
Tuskar
Carnsore Pt
Hook Head
Waterford Harbour
Dunmore
Broadway
Tramore
Ballycotton
Cork Harbour
Roche's Point
Queenstown
Kinsale
Clonakilty
Bandon
Skibbereen
Baltimore
Crookhaven
Mizen Head
Bantry
Glengarriff
Kenmare
Valentia
Dingle
Tralee
Fenit
Ballybunion
Kerry Head
Limerick
Foynes
Tarbert
Kilrush
Loop Head
Kilkee
Liscannor
Galway
Arran Is
Aran Is
Inishmore
Inishmaan
Inishere
Clifden
Slyne Head
Inishbofin
Inishturk
Clare I
Achill I
Blacksod Bay
Broad Haven
Belmullet
Erris Hd
Killala
Ballina
Sligo
Rosses Point
Donegal
Killybegs
Slieve League
Teelin
Glen Head
Malin Head
Inishowen Hd
Lough Foyle
Londonderry
Moville
Greencastle
Lough Swilly
Fanad Hd
Rathmullan
Letterkenny
Milford
Buncrana
Dunaff Hd
Tory I
Horn Hd
Rutland I
Gola I
Inishtrahull
Rathlin I
Fair Hd
Ballycastle
Torr Hd
Kinbane Hd
Glenarm
Larne
Belfast Lough
Donaghadee
Copeland I
Portpatrick
Stranraer
Glenluce
Port Patrick
Drummore
Mull of Galloway
Kirkmaiden
Isle of Whithorn
Whithorn
Sorby
Glasserton
Barnhead
Garlieston
Isle Head
Port William
Monreith Bay
Kirkcudbright
Gatehouse
Creetown
Kirkowan
Wigton
Carlisle
Cockermouth
Workington
Maryport
Whitehaven
Keswick
Ambleside
Windermere
Kendal
Lancaster
Morecambe Bay
Fleetwood
Blackpool
Southport
Wigan
Bolton
Warrington
Chester
Wrexham
Shrewsbury
Aberystwyth
Barmouth
Dolgelly
Machynlleth
Newtown
Welshpool
Oswestry
Ellesmere
Whitchurch
Holyhead
Beaumaris
Bangor
Caernarvon
Conway
St Asaph
Denbigh
Ruthin
Mold
Flint
Harwarden
Holywell
Prescot
Liverpool
Birkenhead
Runcorn
Northwich
Nantwich
Crewe
Malpas
Whitchurch
Ellesmere
Market Drayton
Newport
Wellington
Coalbrookdale
Broseley
Bridgenorth
Wolverhampton
Dudley
Stourport
Bewdley
Ludlow
Leominster
Bromyard
Hereford
Malvern
Worcester
Tewkesbury
Gloucester
Cheltenham
Ross
Monmouth
Abergavenny
Merthyr Tidvil
Pontypool
Aberdare
Caerphilly
Newport
Chepstow
Dursley
Stroud
Thornbury
Wickwar
Chipping Sodbury
Marshfield
Bristol
Clevedon
Kenysham
Bradford
Axbridge
Wedmore
Wells
Shepton Mallet
Frome
Glastonbury
Castle Cary
Bridgewater
Taunton
Swansea
Neath
Aberavon
Llantrissant
Bridgend
Cowbridge
Cardiff
Llandaff
Barry
Penarth
Cardigan
Newport
Fishguard
Haverfordwest
Milford
Pembroke
St Davids
Tenby
Carmarthen
Llandilo
Llandovery
Brecon
Llandeilo
Llandilofawr
Llandaff
Aberaeron
New Quay
Tregaron
Rhaiadr
Llanidloes
Llanfair
Llanfyllin
Llanrhaiadr
Llanfair
Llangollen
Corwen
Ruthin
Denbigh
Llanrwst
Llandudno
Penmaenmawr
Conway
Llandudno Junction
Bangor
Caernarvon
Beaumaris
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Middle Mouse
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Port Patrick

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New Cumnock
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Dalmellington
Dailly
Carsphairn
Ponpont
Thornhill
Minnyhive
Dunscore
Dalry
New Galloway
Moffat
Beattock
Lockerbie
Langholm
Ecclefechan
Longtown
DUMFRIES
Newton Stewart
New Abbey
Castle Douglas
Kirkowan
Creetown
Gatehouse
KIRKCUDBRIGHT
Sorby
Whithorn
Glasserton
Barnsclead
WIGTON
Wigton
Carlisle
Brampton
Haltwistle
Hexham
NEWCASTLE
Gateshead
SUNDERLAND
Allendale
Chester-le-Street
DURHAM
Stanhope
St Johns Weardale
Wolsingham
HARTLEPOOL
Bishop Auckland
Stockton
Darlington
Barnard Castle
Staindrop
Guisborough
WHITBY
Stokesley
Richmond
Northallerton
Thirsk
Bedale
Ripon
Harrogate
Knaresborough
Boroughbridge
Ripley
Pateley Bridge
Fasingwold
Helmsley
Kirby Moorside
Pickering
SCARBOROUGH
New Malton
Driffield
BRIDLINGTON
YORK
Selby
Pocklington
Market Weighton
Beverley
HULL
Goole
Howden
Cawood
Tadcaster
Wetherby
Otley
Ilkley
Keighley
Skipton
Settle
Clitheroe
Garstang
Kirkham
Lytham
Blackpool
Fleetwood
LANCASTER
MORECAMBE BAY
Colne
Burnley
Blackburn
Haslingden
Bradford
Halifax
Huddersfield
Dewsbury
Wakefield
Pontefract
Castleford
Normanton
Leeds
Ilkley
Otley
Preston
Chorley
Southport
Ormskirk
Wigan
Bolton
Bury
Rochdale
Oldham
Stalybridge
Ashton
Penistone
Barnsley
Doncaster
Thorne
Snaith
Goole
Selby
Tadcaster
Wetherby
Harrogate
Knaresborough
Ripon
Thirsk
Northallerton
Darlington
Stockton
Middlesbrough
Saltburn
Whitby
Scarborough
Bridlington
Driffield
Beverley
Hull
Grimsby
Cleethorpes
Holyhead to Liverpool
Liverpool to Whitehaven
Whitehaven to Liverpool
Belfast to Liverpool
Douglas to Liverpool
Glasgow to Liverpool
Carlisle to Liverpool
Leith to Hull
Berwick to London
Newcastle to Hull
Liverpool to Fleetwood 145 M.
Liverpool to Preston 30 Miles
Douglas to Liverpool 210 Miles
Glasgow to Liverpool 220 Miles
Carlisle to Liverpool 141 Miles
Liverpool to Whitehaven 103 Miles
Belfast to Carlisle
Holyhead to Liverpool
Beaumaris to Liverpool
New Brighton to Liverpool
Liverpool to Birkenhead
Birkenhead to Chester
Chester to Holyhead
Chester to Asaph
Chester to Mold
Chester to Crewe
Crewe to Nantwich
Crewe to Wrexham
Crewe to Shrewsbury
Shrewsbury to Welshpool
Shrewsbury to Chester
Shrewsbury to Hereford
Hereford to Worcester
Worcester to Oxford
Oxford to Southam
Southam to Rugby
Rugby to Leicester
Leicester to Stamford
Stamford to Peterborough
Peterborough to Huntingdon
Huntingdon to Higham Ferrers
Higham Ferrers to Wellingborough
Wellingborough to Northampton
Northampton to Bedford
Bedford to Hitchin
Hitchin to Luton
Luton to Leighton Buzzard
Leighton Buzzard to Bletchley
Bletchley to Buckingham
Buckingham to Brackley
Brackley to Banbury
Banbury to Oxford
Oxford to Reading
Reading to London
Oxford to Cheltenham
Cheltenham to Gloucester
Gloucester to Hereford
Hereford to Ross
Ross to Monmouth
Monmouth to Chepstow
Chepstow to Newport
Newport to Cardiff
Cardiff to Swansea
Swansea to Carmarthen
Carmarthen to Aberystwyth
Aberystwyth to Machynlleth
Machynlleth to Welshpool
Welshpool to Oswestry
Oswestry to Ellesmere
Ellesmere to Whitchurch
Whitchurch to Chester
Chester to Warrington
Warrington to Manchester
Manchester to Stockport
Stockport to Macclesfield
Macclesfield to Congleton
Congleton to Crewe
Crewe to Stoke
Stoke to Derby
Derby to Nottingham
Nottingham to Newark
Newark to Lincoln
Lincoln to Gainsborough
Gainsborough to Doncaster
Doncaster to Sheffield
Sheffield to Manchester
Manchester to Liverpool
Liverpool to Preston
Preston to Lancaster
Lancaster to Carlisle
Carlisle to Edinburgh
Edinburgh to Glasgow
Glasgow to Ayr
Ayr to Stranraer
Stranraer to Belfast
Belfast to Dublin
Dublin to Holyhead
Holyhead to Chester
Chester to Shrewsbury
Shrewsbury to Wolverhampton
Wolverhampton to Birmingham
Birmingham to Coventry
Coventry to Rugby
Rugby to Leicester
Leicester to Nottingham
Nottingham to Derby
Derby to Stoke
Stoke to Crewe
Crewe to Chester
Chester to Holyhead
Holyhead to Dublin
Dublin to Belfast
Belfast to Stranraer
Stranraer to Ayr
Ayr to Glasgow
Glasgow to Edinburgh
Edinburgh to Carlisle
Carlisle to Lancaster
Lancaster to Preston
Preston to Liverpool
Liverpool to Manchester
Manchester to Sheffield
Sheffield to Doncaster
Doncaster to Gainsborough
Gainsborough to Lincoln
Lincoln to Newark
Newark

14	Manchester & Southport	do
15	Liverpool & Bury	do
16	Oldham Alliance	do
17	Manchester & Altrincham	do
18	Birkenhead Lancashire & Cheshire Junc.n	do
19	Monkland Junction	do
20	Cockermouth & Workington	do
21	Crediton & Exeter	do
22	Exeter & Exmouth	do
23	Royston & Hitchin	do
24	Ashburton Newton & South Devon	do
25	Clarence	do
26	East & West Yorkshire	do
27	Fleetwood Preston & West Riding Junc.n	do
28	Gloucester & Dean Forest	do
29	Monmouth & Hereford	do
30	Berks & Hants	do
31	Colchester Stour Valley Sudbury & Halstead	do
32	Glasgow Barrhead & Neilston	do
33	Glasgow Paisley & Greenock	do
34	Kingstown & Dublin	do
35	Dublin Dundrum & Rathfarnham	do
36	Rugby Leamington & Warwick	do
37	Rugby & Oxford Junc.n	do
38	Coventry & Nuneaton	do
39	Wharfdale	do
40	Bolton Blackburn Clitheroe & Nth West.n Jcn.	do

EXPLANATION

Principal Stations Marked thus .....•

Intermediate.....do.....do.....+

Railways in operation shewn thus .....

Do. in progress or for which Acts have been obtained - - - - - -

Figures placed after the names of Principal Towns, express the distance from London thus..... LEEDS 205.

The Steam Boat Tracks from all the Principal Ports shew the, general course of the Voyage and the distance in Miles.

The average rate of sailing in favourable weather is 10 Miles P.r Hour.

Lines on which the Electric Telegraph is in operation shewn thus .....

Hull to Copenhagen 436 Miles

Hull to Hamburgh 436 Miles

Hull to Helgeland 295 Miles

Hull to the Texel 138 Miles

Hull to London 215 Miles

Hull to Yarmouth

Hull to Rotterdam

Hull to Antwerp

Hull to Ipswich

London to Peterborough 160 M.

London to Hamburgh 482 M.

Tonbridge to Reading 36 M.

Tonbridge to Redhill 18 M.

Tonbridge to Ashford 13 M.

Tonbridge to Hastings 36 M.

Tonbridge to Maidstone 7 M.

Tonbridge to Paddock Wood 5 M.

Tonbridge to Canterbury 46 M.

Tonbridge to Dover 55 M.

Tonbridge to Ramsgate 72 M.

Tonbridge to Margate 76 M.

Tonbridge to Deal 66 M.

Tonbridge to Sandwich 62 M.

Tonbridge to Folkestone 43 M.

Tonbridge to Hythe 49 M.

Tonbridge to Rye 31 M.

Tonbridge to Tunbridge Wells 6 M.

Tonbridge to Brighton 50 M.

Tonbridge to Eastbourne 46 M.

Tonbridge to Lewes 30 M.

Tonbridge to Newhaven 40 M.

Tonbridge to Chichester 66 M.

Tonbridge to Portsmouth 74 M.

Tonbridge to Southampton 82 M.

Tonbridge to Salisbury 94 M.

Tonbridge to Weymouth 142 M.

Tonbridge to Bridport 150 M.

Tonbridge to Exeter 194 M.

Tonbridge to Plymouth 246 M.

Tonbridge to Falmouth 326 M.

Tonbridge to Penzance 350 M.

Tonbridge to Launceston 270 M.

Tonbridge to Barnstaple 230 M.

Tonbridge to Ilfracombe 240 M.

Tonbridge to Bristol 170 M.

Tonbridge to Cardiff 194 M.

Tonbridge to Swansea 220 M.

Tonbridge to Milford 270 M.

Tonbridge to Aberystwith 240 M.

Tonbridge to Holyhead 280 M.

Tonbridge to Liverpool 210 M.

Tonbridge to Manchester 190 M.

Tonbridge to Leeds 205 M.

Tonbridge to Hull 245 M.

Tonbridge to Scarborough 262 M.

Tonbridge to Whitby 275 M.

Tonbridge to Newcastle 305 M.

Tonbridge to Carlisle 302 M.

Tonbridge to Edinburgh 393 M.

Tonbridge to Glasgow 401 M.

Tonbridge to Perth 440 M.

Tonbridge to Aberdeen 523 M.

Tonbridge to Inverness 591 M.

Tonbridge to Dublin 360 M.

Tonbridge to Belfast 410 M.

Tonbridge to Londonderry 450 M.

Tonbridge to Cork 440 M.

Tonbridge to Limerick 420 M.

Tonbridge to Galway 450 M.

Tonbridge to Sligo 460 M.

Tonbridge to Waterford 400 M.

Tonbridge to Wexford 380 M.

Tonbridge to Kilkenny 390 M.

Tonbridge to Tralee 480 M.

Tonbridge to Killarney 470 M.

Tonbridge to Dundalk 360 M.

Tonbridge to Drogheda 350 M.

Tonbridge to Kingstown 360 M.

Tonbridge to Dublin 360 M.

Tonbridge to Belfast 410 M.

Tonbridge to Londonderry 450 M.

Tonbridge to Cork 440 M.

Tonbridge to Limerick 420 M.

Tonbridge to Galway 450 M.

Tonbridge to Sligo 460 M.

Tonbridge to Waterford 400 M.

Tonbridge to Wexford 380 M.

Tonbridge to Kilkenny 390 M.

Tonbridge to Tralee 480 M.

Tonbridge to Killarney 470 M.

Tonbridge to Dundalk 360 M.

Tonbridge to Drogheda 350 M.

Tonbridge to Kingstown 360 M.

I R I S H S E A
ST GEORGES CHANNEL
B R I S T O L C H A N N E L
CARDIGAN BAY
ST BRIDES BAY
BARNSTAPLE OR BIDEFORD BAY
BRIDGEWATER BAY
WATERGATE BAY
BUDE BAY
HAYLE
Liverpool to Dundalk
From Newry to Liverpool
From Drogheda to Liverpool
From Dublin to Liverpool 138 Miles
To Holyhead 64 Miles
From Dublin to Bristol 222 M.
From Waterford to Liverpool
From New York to Liverpool 2880 Miles
Cork to Liverpool
Swansea to Liverpool
Bristol to Liverpool
Cork to Dublin
From Waterford 90 Miles
Milford to Bristol
From Dublin to Bristol 222 Miles
From Waterford 219 M
From Cork 264 Miles
From New York 3500 Miles
From India 12880 Miles
From London 227 Miles
Hayle to Bristol
Padstow to Bristol
Holyhead to Liverpool
Runcorn to Liverpool
Preston to Liverpool
Fleetwood to Liverpool
Barrow to Liverpool
Whitehaven to Liverpool
Workington to Liverpool
Maryport to Liverpool
Carlisle to Liverpool
Glasgow to Liverpool
Dublin to Liverpool 138 Miles
Dublin to Bristol 222 Miles
Waterford to Liverpool
Cork to Liverpool
Cork to Dublin
Swansea to Liverpool
Bristol to Liverpool
Milford to Bristol
Dublin to Bristol 222 Miles
From Waterford 219 M
From Cork 264 Miles
From New York 3500 Miles
From India 12880 Miles
From London 227 Miles
Hayle to Bristol
Padstow to Bristol
Plymouth to Southampton
Constantinople & Malta to Southampton
From Gibraltar 1540 Miles
Oporto Lisbon & Cadiz to Southampton
From
Portland to London
Weymouth to London
Topsham & Weymouth to London

I S E A
L C H A N N E L
E N G L I S H
BRIDGEWATER BAY
CARDIFF BAY
SWANSEA BAY
TORBAY
Holyhead to Liverpool
Beaumaris to Liverpool
New Brighton to Liverpool
Liverpool to Douglas
Fleetwood to Belfast 240 Miles
Fleetwood to Belfast 240 Miles
Bristol to Cork 258 Miles
Bristol to Cork 258 Miles
Bristol 115 Miles
Plymouth to Southampton
Plymouth to Southampton
Cork to London
From Gibraltar 1540 Miles
From Brest 270 Miles
From Madeira
From Barbadoes 3411 Miles
From Canada 2102 Miles
To Havre 94 Miles
To Havre 102 Miles
Constantinople & Malta to Southampton
Oporto Lisbon & Cadiz to Southampton
Portland to London
Dartmouth & Weymouth to London
Portland Bill
St Albans Hd
St Catherines Pt
Berry Hd
Start Pt
Prawle Pt
Eddystone
Lundy Island
Hartland Pt
Trevose Hd
Tuskar
Smalls
Skerries
Caldy Island
Worms Head
Bardsey Island
Holyhead
Skerries
Point Lynas
Puffin Island
Great Ormes Hd
Llandudno
Beaumaris
Amlwch
Middle Mouse
Ynys-y-mochdy
Llanerch-y-medd
Penmon
Abermaw
Barmouth
Dolgelly
Ferry
Pwllheli
Criccieth
Treamadoc
Portmadoc
Tremadoc Bay
Cardigan Bay
Aberdovey
Machynlleth
Aberystwyth
Aberayron
Llandilo
Tregaron
Llanbedr
Llandovery
Llandeilo
Llangadock
Brecon
Caermarthen
Llandilovawr
Newcastle Emlyn
Kidwelly
Llanelly
Merthyr Tidvil
Pontypool
Aberman
Neath
Swansea
Mumbles Head
Oystermouth
Penarth Head
Penarth
Barry Is
Barry Dock
Cowbridge
Llantrissant
Bridgend
Caerphilly
Newport
Caerleon
Chepstow
Wyndcliff
Tintern
Monmouth
Abergavenny
Ross
Hereford
Leominster
Presteign
Radnor
Knighton
Rhayader
Llandrindod
Builth
Llanwrtyd
Llandovery
Llandilo
Llandeilo
Llandilofawr
Llandovery
Llandeilo
Llandilofawr
Llandovery
Llandeilo
Llandilofawr
Llandovery

BRADSHAW & BLACKLOCK ENGRAVERS & LITHOGRAPHERS, 59 FLEET STREET LONDON, & 27 BROWN STREET MANCHESTER.

ESTABLISHED UPWARDS OF SIXTY YEA

BY SPECIAL APPOINTMENT TO HER MAJEST[Y]

AND ALL THE ROYAL FAMILY.

J. SCHWEPPE & Co.'s

SODA, POTASS, AND MAGNESIA WATER

Principal Manufactory, 51, BERNER'S STREET, LONDON.—Branch Manufactories, 106, LONDON ROA[D] LIVERPOOL; 65, CASTLE-ST., (late 20, BRIDGE-ST.) BRISTOL; and at FRIAR GATE, DERBY.

The Public are respectfully informed that the above celebrated Waters continue to be Manufactur[ed] heretofore, upon the largest scale at their several Establishments in London, Liverpool, Bristol, and De[rby] and retailed by nearly all respectable Chemists throughout the United Kingdom. To prevent being imp[osed] upon by a Spurious Water, every bottle is protected by a Label, with their name. They beg also strongly recommend their

ÆRATED LEMONADE,

as a delightful and refreshing beverage, and extensively patronised by the leading medical men as invalua[ble] in all cases of fever.

As LIME WATER has lately been extensively advertised by another party as a PATENTEED WATE[R] under a fanciful name, J. S. & Co. beg to assure the Public that it is no new invention, for they have, [many] years past, made and sold

ÆRATED LIME WATER:

But as LIME, (under whatever name it may be introduced to the Public) is dangerous to some constitutio[ns] producing the very disorders which it is presumed to cure or prevent, they do not recommend it for in[dis]criminate use, BUT ONLY UNDER MEDICAL DIRECTION.

An attempt having been made to mislead the Public into the idea that the Genuine

GERMAN SELTERS WATER

has become a monopoly in the hands of one party, J. S. & Co. beg to state that SUCH IS NOT THE CASE, they continue to receive, without the slightest interruption, throughout the season, and direct from [the] Springs, their usual Shipments of these celebrated Waters, through the Agency of the same Commerc[ial] House on the Rhine that has superintended this department of their business for the last 20 years.

SCHWEPPE'S LIQUID MAGNESIA:

A most excellent remedy for Heartburn, Indigestion, &c.—Sold in bottles at 1s., 2s. 6d., and 4s. 6d. each.

In conjunction with the above old-established business, J. S. & Co. solicit the attention of the Public to their fine Stock

FOREIGN WINES,

which they have been for some years most carefully selecting, comprising the whole range of Wines usually [in] demand, and at prices graduating from those high quotations attendant on high and rare qualities down to th[e] lowest prices, at which genuine unadulterated Wines can be obtained. List of prices sent on application.

Cellars, 27, MARSHALL-STREET, REGENT-STREET. Office, 51, BERNER'S-STREET.

ORLANDO JONES & Co.'s

PATENT RICE STARCH;

REQUIRES NO BOILING.

This STARCH surpasses every other for producing a BEAUTIFUL GLAZE, for improving the COLOUR of LINEN, and retaining the STIFFNESS in the dampest weather. It is perfectly free from anything injurious to the finest fabric, and give[s] peculiar clearness to Laces and Muslins; it does not require wax, gum, or any other article to prepare it for use; and the p[ro]cess of getting up linen is greatly facilitated by its NOT STICKING TO THE IRON.

From numerous testimonials received of its superiority, they select the following:—

Royal Laundry, Kensington Palace, August 24, 1842.

Gentlemen,—I have used your Patent Rice Starch upwards of twelve months with much satisfaction. I find it irons w[ith] much greater ease, and without sticking to the iron, which was more or less the case with all starch I had previously used. It improves the colour of the linen; and gives greater stiffness and glaze. I also use it for laces, and think it well adapted for the finest dresses. I use no other. Your obedient Servant.

To Messrs. Orlando Jones & Co., Starch Makers to the Queen. MARY WEIGH, Laundress to Her Majesty.

It may also be obtained Retail of all repectable dealers in the kingdom, and Wholesale through the w[orks] or of the Patentees, Orlando Jones & Co., at their Warehouse, 18, College-street, Dowgate H[ill] tory at Battersea.

Victoria by the Grace of God,

the United Kingdom of Great Britain and Ireland, Queen, De-
nder of the Faith, To all to whom these Presents shall come Greeting,
Whereas William Dakin, of No. 1, St. Paul's Church Yard, Lou-
n, Tea and Coffee Merchant, hath by his Petition humbly repre-
nted unto us that in consequence of a Communication he is in
ssession of an Inventionfor improvements in Clea ning and Roasting
offee, &c. &c.

See DAKIN & COMP[Y]'s *Patent.*

"DAKIN'S ROYAL PATENT COFFEE."

On introducing this extraordinary and highly important invention, it will be necessary, in the first
nstance, to point out the evils and imperfections arising from all other principles of roasting and pre-
aring Coffee at present in use.

Coffee is almost universally roasted in an iron cylinder, which is turned by hand or steam power
ver a coke fire. The Coffee is let in and out of the cylinder by means of a slide, which is the whole
ength of the cylinder, and which it is next to impossible to render perfectly air-tight; the conse-
uence of this defect is, that the sulphurous and noxious fumes from the coke penetrate into the
ylinder and mingle with the Coffee. We will suppose, however, the cylinder containing the Coffee
o be placed over the fire, which is then covered in, cylinder and all, and the process of roasting to be
ommencing. The first evidence of this fact is the vegetable vapour which is given off by the Coffee,
nd which vapour is more or less impregnated with gallic and malic acids, which acids, acting upon
he iron, form gallates and malates with that metal. The heat continues, the vapour is condensed, and
forms a most noxious fluid, which is mingling with the Coffee, and by the increasing heat is again
vapourized, and is assisted in its destroying work by one of the most powerful acids known, namely, by
the pyroligneous acid, which is now beginning to be given off by the Coffee most freely. These vicious
acids continue forming with the iron the acetates thereof, and imparting the same to the Coffee,
which receives, in addition, a sulphurous flavour from the coke. It should be observed that so astо-
nishingly great is the quantity of pyroligneous acid formed, that many ounces may be collected from
the roasting of a single hundred weight of the berry. The action of the pyroligneous acid upon
either iron or copper cylinders is well known: with the former a compound is formed which, if not

[SEE OVER.]

decidedly injurious to health, gives to the berry a most acrid and disagreeable flavour; whilst, with the latter, the result is verdigris.

Again, by the usual roasting process, which is nothing more nor less than a species of destructive distillation, what possible chance has the aroma of this valuable berry of being properly developed? Supposing, for one moment, that it were properly developed, it is well known to be exceedingly volatile, and would quickly escape through the crevices in the slide of the cylinder; whilst the vegetable vapour, being exceedingly sluggish, and containing the vicious and noxious acids, would remain behind, giving to the Coffee that cankerous, acrid, and metallic taste, that render the infusions of this otherwise most valuable and wholesome berry, a beverage avoided by the delicate, and highly injurious to the health of many who consume it.

For guarding against all these evils, and for doing away with all these long-complained-of imperfections, Her Most Gracious Majesty has been pleased to grant to DAKIN & Company Her Royal Letters Patent.

The plan on which "DAKIN'S ROYAL PATENT COFFEE" is roasted and prepared is as follows:—The iron cylinder is altogether done away with, and the Coffee is never, under any circumstances, allowed to come in contact with iron. A Silver Cylinder is substituted, and the heat is obtained by means of the atmospheric air passed over hot plates, by which plan, as neither the fire, nor the fumes thereof, are in any way allowed to be in contact with the cylinder, the evils arising from the sulphurous vapours of the coke mixing with the Coffee are entirely avoided. The Silver Cylinder is so constructed, that through apertures made for the purpose the vegetable vapour, which contains the vicious acids from the Coffee, is allowed to escape; whilst the apertures being closeable at pleasure, are immediately closed as soon as this, the first part of the process of roasting, is accomplished. The Silver Cylinder then becomes air-tight, and the aroma, which otherwise would escape, is condensed on the berry, which thereby contains all its valued and inherent excellence. The Coffee, after being sufficiently roasted in a Silver Cylinder, and after being cooled down in a Silver Cooler, is ready for Purchasers who buy their Coffee whole; whilst the Coffee that is supplied ground, is pulverised between powerful stones, and for better preservation from the atmosphere is recommended to purchasers packed in glass bottles, containing two pounds each, which are corked down air-tight, and sealed with the ROYAL ARMS.

DAKIN and COMPY. will have great pleasure in showing many Testimonials, which they have received from the most eminent Physicians, Surgeons, and Gentlemen of the Faculty, as to the beneficial effects and advantages of "DAKIN'S ROYAL PATENT COFFEE." The following Certificate of Mr. ALFRED S. TAYLOR and Mr. ARTHUR AIKIN, the great authorities on Chemistry, Medical Jurisprudence, and the Sanatory Question, will however, no doubt, be deemed conclusive:—

"We hereby certify that we have chemically examined four varieties of Coffee, namely, best Mocha, "Jamaica, Very Fine and Good Plantation (Ceylon) Coffee, both in the raw state, and as prepared and "roasted by the Patent Process of Messrs. Dakin. We have likewise chemically examined samples "of the same varieties of Coffee, roasted at the same time in the usual way, and the result of this ex-"amination is, that in delicacy of flavour, odour, and as an article of diet, the Coffee prepared by "Messrs. Dakin's process is, in our judgment, superior to that prepared in the ordinary way.

"We have also examined the apparatus used by Messrs. Dakin for roasting Coffee, and we find that "all the surfaces with which the Coffee comes in contact during this process are of SILVER. We find "also that great care is taken so to regulate the degree of heat and the mode of its application, as to "render necessary a longer time and lower temperature to effect the roasting, whereby all risk of "charring the berry or of producing empyreumatic oil is prevented, the separation of acid vapour is "more gradual and complete, and a larger portion of aroma is retained than occurs in the usual me-"thods of Coffee roasting.

"The process of Messrs. Dakin appears to us, therefore, in a chemical view, better adapted than any "yet suggested for procuring roasted Coffee in a pure and wholesome form.

"ARTHUR AIKIN,
"ALFRED S. TAYLOR, F.R.S.,
"Lecturers on Chemistry in Guy's Hospital.

"CHEMICAL LABORATORY,
"Guy's Hospital, August 9th, 1848."

[SEE NEXT PAGE.]

PRICE CURRENT
OF
"DAKIN'S ROYAL PATENT COFFEE."

In addition to the following, DAKIN and COMPY. have the best Coffees procurable from Demerara, Dominica, Malabar, Sumatra, Java, Padang, St. Domingo, Batavia, Havannah, Brazil, Bahia, Cuba, La Guyra, Porto Rico, &c. &c.

			s. d.	s. d.
	Common Coffee.....	℔ lb..	0 9	to 0 11
Ceylon	Good Quality	„ ..	1 0	to 1 2
	Fine Plantation	„ ..	1 4	to 1 6
Berbice	Fine to Finest.....	„ ..	0 10	to 1 4
Jamaica....	Good to Fine	„ ..	0 11	to 1 4
	Very Fine to Finest ..	„ ..	1 6	to 1 10
Costa Rica	A strong & good Coffee	„ ..	1 2	to 1 6
Mocha	Choice Old to Finestaged	„ ..	1 5	to 1 10

SELECTED SORTS,

WHOLE OR GROUND.

		s. d.
Common Coffee	℔ lb..	0 10
Very good and strong	„ ..	1 2
Very strong and full flavoured.....	„ ..	1 4
Rich and Fine flavoured Coffee.....	„ ..	1 6
Particularly Choice Coffee.....	„ ..	1 8

The above are also supplied in Two Pound Bottles, which Bottles are charged threepence each, and the same is allowed for them when returned.

The following Sorts are Supplied in Sealed Bottles containing Two Pounds each, and no Charge is made for the Bottles:—

	s.	d.
Two Pounds of good sound Coffee in a sealed bottle	2	6
Two Pounds of strong and fine flavoured Coffee in a sealed bottle.....	3	0
Two Pounds of very choice and excellent Coffee in a sealed bottle	3	6
Two Pounds of the finest old Mountain Coffee, mellow in ripeness and richness of flavour, in a sealed bottle.....	4	0

DAKIN AND COMPY.

PATENTEES,

NUMBER ONE, SAINT PAUL'S CHURCHYARD.

Gentlemen of Science, and the Public generally, are respectfully invited to inspect the machinery and apparatus employed in the Roasting, &c., of "DAKIN'S ROYAL PATENT COFFEE," and to view the whole in action, and Coffee constantly Roasting, &c., at the warehouses of DAKIN AND COMPY., in Shoemaker Row, within a stone's throw of "NUMBER ONE," where an Assistant is in waiting to accompany Visitors to the warehouses, and to explain the whole of this "ROYAL PATENT PROCESS" for Roasting and Preparing Coffee.

TO BE SOLD

BY PRIVATE CONTRACT,

THE UNDERMENTIONED

FREEHOLD AND LONG LEASEHOLD PROPERTY.

FREEHOLD PROPERTY.

A Family Residence, Garden Grounds, Coach House, at Chase Side, Enfield.
A Private House, in Wellington-street, Luton.
A Freehold Farm, in the Isle of Anglesea.
A House and Shop, being No. 3, Farringdon-street, London.
A Freehold Ground Rent of £25, arising from 12 Houses in Great Arthur-street, Golden-lane, St. Luke's, Middlesex.
Two 10th parts of a Share in the Fulham and Putney Bridge, entitling the Proprietor of any share above £4, to a vote for Middlesex & East Surrey.

LONG LEASEHOLD PROPERTY.

A House, No. 1, Highbury Villas, corner of Ball's Pond, New North Road.
A House, No. 18, Shrubland-road, Dalston.
A House, No. 2, Marlbro'-terrace, Queen's-road, Dalston.
An Estate, consisting of No. 2, 3, 4, 6, and 7, Cornwall-terrace, Creek-road, Deptford.
An Estate, consisting of 4 Houses and Shops, Foot-place, corner of Fish-street, Deptford.
An Estate, consisting of 6 Houses, corner of Aragon-terrace, King-street Ball's Pond.
A House, No. 1, Grace-street, Hemmingford-terrace, Pentonville.

ALSO,

TO BE SOLD OR LET,

A House, with immediate possession, replete with every convenience, situate No. 3, South side of Albion-road, Queen's-road, Dalston: the Purchase Money may be paid by yearly instalments.

Also for Sale, other *Long Leasehold Property, to pay* 8, 9, *and* 10 *per cent.*

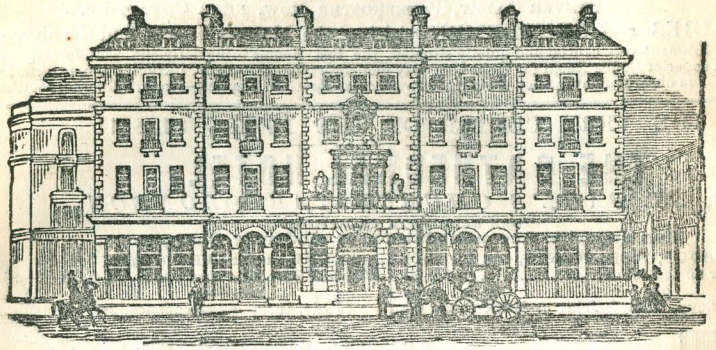
For Further Particulars,

Apply to Mr. EDWIN FOX, 41, Coleman-street, London.

HOTELS, BOARDING HOUSES, &c.

THE QUEEN'S HOTEL,

(LATE BULL AND MOUTH,) OPPOSITE THE GENERAL POST OFFICE,
ST. MARTIN'S-LE-GRAND, LONDON.



THIS MAGNIFICENT HOTEL having recently undergone extensive alterations, and a great portion of it newly furnished, will be found on trial to have no rival in the Metropolis, both in point of accommodation and moderate charges. The Coffee Room is one of the largest and most comfortable in England. A fixed moderate charge for Servants.

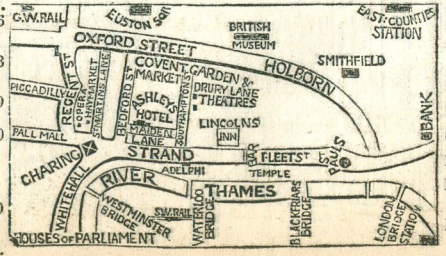
HOT AND COLD BATHS.

ASHLEY'S HOTEL, Maiden Lane, Covent Garden, London.—Situated near the chief objects of attraction to Visitors, either on business or pleasure.

FAMILIES and GENTLEMEN will find this a most comfortable Hotel; the rooms are good, airy, and quiet. The utmost attention is paid to cleanliness. Clean well-aired beds may particularly be relied on.

	s.	d.
Bed	1	6
Breakfast or Tea (plain)	1	3
With meat or eggs	1	9
Dinner (plain)	2	0
Fish, Soup & Pastry		
A Private Sitting Room.....	3	0

Servants charged in Bill.



CAB FARES

FROM RAILWAY STATIONS

	s.	d.
South Western	1	0
North Western	1	
Great Western	2	4
Blackwall	1	8
Brighton, Dover &c from Londn Bdg.	1	8
EastrnCounties&c from Shoreditch	2	0

A most efficient Fire Escape has been erected, of which (from any part of the house) the most timid could easily avail themselves in case of alarm.

Salter's Hotel,

VICTORIA STREET, HOLBORN BRIDGE,

(Late King's Arms, Snow Hill.)

J. W. SALTER wishes to inform his Friends, Gentlemen, and Families, that he has now completed his arrangements at the above commodious and eligible Hotel, where he can promise them all the comforts of home. The situation is airy, healthy, and cheerful; the great improvements which are now rapidly progressing, promise it will be one of the finest localities in the city of London.—The scale of charges is arranged to meet the economical ideas of the age, and servants are included in the bills.

ROOMS FOR COMMITTEES, &c.—Omnibuses pass to and from all the Railway stations.—A Porter in attendance to receive visitors by the night trains.

Lidington's Hotel and Boarding House,

PANYER ALLEY, PATERNOSTER ROW, NEAR CHEAPSIDE.

LADIES and GENTLEMEN visiting the Metropolis will find the above Establishment very central and quietly situated, the Bed Rooms being lofty and well furnished; together with a superior Coffee Room for Ladies, at very moderate charges.—Beds, including attendance, 1s. 6d.

Please to observe Panyer Alley leads from Paternoster Row into Newgate-street, 3 Doors from Cheapside.

THE VERY CENTRE OF THE METROPOLIS!!!

THE CATHEDRAL HOTEL,

48, *ST. PAUL'S CHURCH-YARD, LONDON,*

(ONE DOOR FROM CHEAPSIDE,)

Has superior Accommodation, at moderate Charges.

SOUP, FISH, JOINTS, and POULTRY, from ONE until SEVEN o'Clock.

Dinner off the Joints, ... 1s. 6d. | A Table d'Hôte at 1 o'clock, at 1s. 6d. each

OR

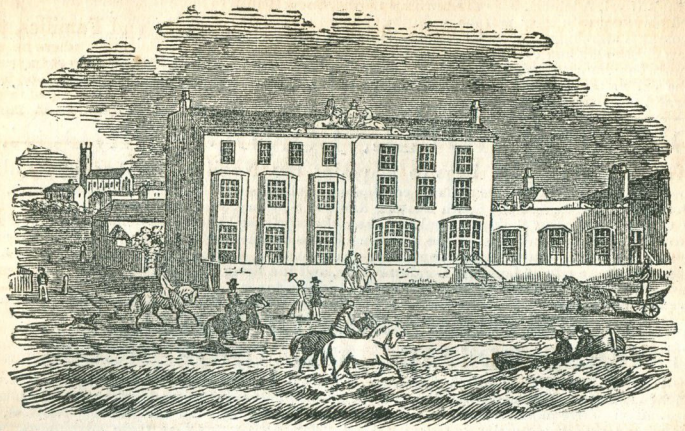
With Soup, Fish, & Joint or Entrées, 2s. 0d. | Beds, including attendance, 2s.

A moderate fixed Charge for Servants.

Omnibuses pass the Door from all parts of the Metropolis, Suburbs, and Railway Stations, every five minutes,—Charge 3d. and 6d.

Rooms for Private Parties.

BIRD'S ROYAL HOTEL, GREAT YARMOUTH,



THE above is the only First-Rate Hotel on the Beach, where all the Sitting Rooms Front the Sea; and possesses for parties of Pleasure or Business every possible advantage, with the most economical charges. A comfortable Coffee Room with an unrivalled Sea View. Families or single Gentlemen accommodated by the week. Hot, Cold, and Shower Baths always ready.

The Royal Fly or Omnibus attends the up and down trains.

WARWICK ARMS HOTEL, GREAT WESTERN TERMINUS, IN THE HARROW ROAD—the most salubrious part of the Metropolis.—J. PEARSON begs to inform Families and Gentlemen that his House combines every comfort with moderate charges.—Open for early trains.—Omnibus from Paddington to all parts of town every 3 minutes.—No Cab is now required from the Terminus, as Ticket Porters are appointed for the Steps, whose charges are fixed by the Company.—Commercial Gentlemen, Bed and Breakfast, One Guinea per week.

DR. JOHNSON TAVERN, Bolt Court, Fleet Street, City Concert Room.

NEW PROPRIETOR—NEW ENGAGEMENTS.

MR. COWLEY respectfully informs his friends and the public, that having entered upon the management of the above named Hotel and Tavern, he hopes by using his utmost exertions to restore it to its former celebrity. His arrangements for the season are now completed; and he trusts, by liberality, care, and assiduity, to gain the patronage of those who wish to spend the leisure hour in social harmony and friendship.

The Refreshments are of the first quality, and the charges moderate.—The Concert Room, which is opened at eight o'clock every evening, is commodious, and the vocal entertainment conducted with usual ability.

The Proprietor has also the pleasure of informing the public, that he has already effected several new engagements in the Vocal Department,—his sole object being to make the tavern, so long the rendezvous of Dr. Johnson, Goldsmith, Boswell, &c. &c., the trysting place of the "choice spirits of the age."

RIDLER'S HOTEL (late Bell and Crown), HOLBORN, LONDON.

V. RIDLER informs his Friends and the Public, that to meet the great increase in his business, he has doubled the size of his Coffee Room, added twenty additional Sitting and Bed Rooms, a large Dining Room, a spacious Cigar Room, and an entire new entrance to the Hotel, which will be conducted with the same moderate charges as heretofore.

V. R. therefore confidently anticipates a large accession to his professional visitors and from the public in general.—Beds, 1s. 6d. a night; and attendants will be charged in the bill.

A CARD.—RIDER'S HOTEL, 46, SALISBURY SQUARE, FLEET STREET, LONDON.—CENTRAL, AIRY, QUIET, AND MODERATE.

IMPERIAL HOTEL, COVENT GARDEN.

WILLIAM LONGHURST (many years principal Waiter and Manager at Osborne's Hotel, Adelphi), begs to return his most grateful thanks to those Gentlemen and Families who have honoured his Hotel with their patronage during the past season, and begs to announce that in addition to the peculiar comforts attending this Establishment, he has built and elegantly finished a spacious Coffee Room, and several sets of Sleeping and Private Apartments.

W. L. ventures, therefore, to hope that by strict personal attention to his visitors, Moderate Charges, Excellent Wines, and the perfect arrangement of the Cuisine department, to merit a continuance of those favours, which it will be his earnest endeavour to deserve.

ADELAIDE HOTEL, LONDON BRIDGE.

GEORGE GILES HOW begs to acquaint the Nobility, Gentry, and Public in general that the above Hotel is situated contiguous to the Bank of England, Royal Exchange, Custom House, all the Public Offices, and the South Eastern Railway Station; that omnibuses pass the door every five minutes to and from other Railways, and that from the adjoining Wharf Steam Boats start for Boulogne, Calais, the North of England, and most of the Watering Places on the South Coast. The Hotel is most elegantly furnished, containing suites of apartments for private families, and for large or small parties, commanding a very fine view of the city of London, London Bridge, and the River Thames.

A fixed charge for Servants; and a night porter always in attendance

NORTHUMBERLAND HOTEL,

TAVERN, COFFEE, AND CHOP HOUSE,

11, NORTHUMBERLAND STREET, STRAND, (Opposite the GOLDEN CROSS, Charing Cross).

GENTLEMEN visiting the Metropolis will find every comfort, combined with economy, at this Establishment; its desirable situation of five minutes' walk from the Houses of Parliament and the principal Theatres, with its retired position, rendering it particularly attractive.——J. IRELAND trusts that these advantages, with the strictest attention to the comforts of those who may honour him with their favours, will insure a liberal share of Public Patronage.—Bed and Breakfast, 2s. 6d. per day; per week, 15s.—N.B. Hot Joints from 1 till 7 o'clock.—Wines, Spirits, and Malt Liquors of first-rate quality.

NEW INN HOTEL, WESTMINSTER BRIDGE ROAD, opposite Astley's Amphitheatre.—Visitors from the Country, by Railway or otherwise, will find at the above Hotel the comforts of a home combined with civility and attention. *One of the most prominent features of this Establishment is economy in the scale of charges as contrasted with those of other Hotels affording inferior accommodation.* Well-aired beds 1s. 6d. each per night, private apartments, &c. Omnibuses to the west end at all hours. Boats to the city, 1d. each person, every quarter of an hour from Westminster Bridge.

Brett's Hotel, Holborn.

LADIES, Gentlemen, and Families, especially those by whom superior BEDDING is appreciated, will find at this Hotel (situate on the summit of Holborn Hill) the best of accommodation on the lowest terms consistent with the decided respectability of the Establishment; in which, instead of allowing the Domestics to look for *gratuities*, as formerly, a regular charge for "attendance" is now added to the Hotel Bills.

RUSBY'S SHIP TAVERN & HOTEL, WATER-LANE, TOWER-STREET. The above Establishment affords superior accommodation to travellers on their way to the Continent, and from its immediate vicinity to the Custom House, the Docks, Corn, Coal, and Sugar Markets, will be found extremely convenient to men of business.

N.B. Within three minutes' walk of the Blackwall Railway Terminus, whence Omnibuses start to all parts of London every quarter of an hour.

DAVES' BOARDING HOUSE & HOTEL, 50, SKINNER-STREET, SNOW HILL, LONDON.—C. DAVES begs to call the attention of parties visiting London to the many advantages of her Establishment, combining cleanliness and attention equal to any Hotel in London, at very moderate charges.—Bed and Breakfast 3s.; Tea 1s.; Dinners if required.—No Servants' Fees.—Omnibuses from all the Railway Stations pass the door for every train.—Within three minutes' walk of the Post Office, Bank, and Steam Boats.

HERO OF WATERLOO INN, adjoining the South Western Station, Waterloo Road; Proprietor, N. F. OKEY.—Beds and Stabling; Loose Boxes, &c.—Private Sitting Rooms for Families and Gentlemen.—Dinners in the Coffee Room.—Choice Wines, Spirits, &c.

THE LORD NELSON TAVERN, OPPOSITE SEYMOUR-STREET, ST. PANCRAS' NEW CHURCH, EUSTON SQUARE, NEW ROAD, within two minutes' walk of the Birmingham Railway.—Travellers by rail will find this House extremely convenient.—An excellent Coffee Room.—Wines of the first quality.—Well-aired Beds.—Omnibuses pass to and from all the Railway Stations every three minutes.

JONES'S HOTEL, 3 and 4, KING STREET, COVENT GARDEN.—Gentlemen visiting Covent Garden, will find at this Establishment every comfort combined with economy, attention, and cleanliness; also being close to all the principal Theatres.

TERMS:—Bed and Breakfast, One Guinea per week; Dinners, Two Shillings. Wines of the first quality, &c. Private Rooms for Parties.—N.B. A Porter up all night for the convenience of Railway Travellers.

THE KING'S ARMS INN AND COMMERCIAL HOTEL, 264, OXFORD STREET, (By ROBERT CHAPMAN.)—Within a few minutes' walk of Hyde, St. James', and Regent Parks, Regent-street, and the principal amusements of the Metropolis.—Commercial Gentlemen, and others visiting Town, will find this House worthy of notice, both as regards comfort and economy—Beds 1s. 6d., Breakfast 1s.—Wines of first-rate quality. Every charge upon the lowest terms. Omnibuses from all the Railway Stations pass the House.—Private Sitting Rooms at moderate charges.

NOTICE TO RAILWAY AND STEAM BOAT TRAVELLERS.—— ANDERTON'S HOTEL, 164, FLEET STREET, LONDON.—F. CLEMOW, Proprietor, begs to inform Gentlemen and Families, that he has considerably *enlarged his extensive premises* for the better accommodation of his numerous supporters. The Larder and Wine arrangements are not inferior to any house in London. The Daily Bill of Fare, in the Coffee and Dining Rooms, contains every delicacy in season.

Dinners from Twelve to Seven, at 1s. upwards; Lodgings, 10s. 6d. per week; Breakfast, with cold meat, 1s. 6d. each.

Private Rooms for Parties, Committees, &c. Omnibuses passing to and from all the Railway Stations.

A Porter in attendance to receive Visitors by the night trains.

KING'S PRIVATE HOTEL.—Families requiring superior accommodation may here find all that can be desired. Elegant suites of apartments in a splendid mansion, on very moderate terms. For particulars apply to the Proprietor of the Queen's Hotel, Cork-street, Bond-street, where first-rate accommodation may also be met with. This Establishment has a handsome coffee-room.

P. S.— Families, Ladies, and Gentlemen will also find the Albemarle, 7, Marine Parade, Brighton, a first-rate establishment.

ALBION TAVERN AND BOARDING HOUSE.—E. MERRYWEATHER, No. 3, NEW BRIDGE-STREET, BLACKFRIARS, 3 doors from Fleet-street, being the most central and convenient situation in the City of London.— Omnibuses passing to and from all the Railways, and to all parts of the Metropolis, every minute in the day.—E. M. most respectfully begs to say, that whoever honours him with their patronage, will find a strict adherence to cleanliness, comfort, and economy.

Bed and Breakfast, 2s. 6d., or 15s. per week: Soup, Fish, Poultry, and Joints, from 1 till 7 o'clock daily, upon an equally moderate scale.—Sitting Room and Bed Room, 3s. 6d. per day.

Boot cleaning and attendance 6d. per day.

SOMERSET COFFEE HOUSE, HOTEL, AND TAVERN,

Opposite the New Church, and next King's College, 162, Strand, London.—"Established upwards of 70 years."

ALEX. STEWART begs to acquaint his Friends, Solicitors, Gentlemen and Families, that he has entirely Refurnished the Somerset Hotel, and that it is now ready for their accommodation. The Coffee Room, one of the most comfortable and quiet in town, has been altered and much improved. Dinners are served in a superior manner, from two till seven o'clock, at 2s. each. The Cuisine department is conducted by a first-rate artiste, for some years at one of the best Restaurants in Paris. The Wines and Spirits are of the very best quality, at moderate charges. Quiet Bed-rooms, and separate Sitting-Rooms.

N.B. The nearest house to the South Western Station on the Strand side of Waterloo Bridge. ATTACHED to the hotel is a convenient Refreshment-room, where gentlemen may always depend on a Glass of Good Old Ale.

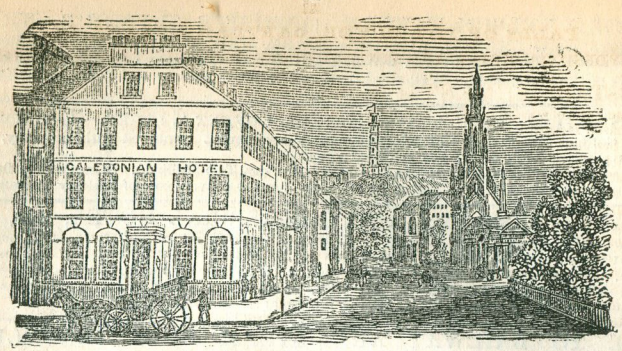
OBAN—KING'S ARMS INN.

MRS. SINCLAIR begs to acknowledge, with much gratitude, the kindness of her numerous Friends for the large amount of patronage conferred on her since opening the above Establishment, and takes this opportunity of informing her Friends and the Public that her House has been much enlarged this season by the addition of twelve appartments; it has also been nearly all newly-papered and refurnished.

Mrs. S. hopes, by her strict and unremitting personal superintendence of the several departments of the Hotel, together with her moderate charges, to merit a continuance of the good will of all her numerous Friends.

N.B. Particular attention is paid to the cleanliness and airing of the bed rooms.

CALEDONIAN HOTEL,



1, CASTLE STREET, PRINCES STREET, EDINBURGH,

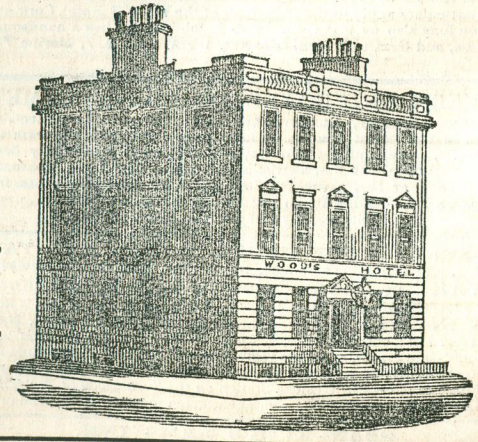
JOHN BURNETT, PROPRIETOR.

THIS HOTEL, recently Thoroughly Repaired and Newly Furnished, affords excellent accommodation for Families and Gentlemen, who, as residents in the Hotel, have access to the beautiful and extensive Gardens of Princes-street, fronting the house.

The WINES are of the finest qualities, from the most respectable houses in the trade.—The KITCHEN DEPARTMENT is conducted by a first-rate Cook.—All charges are on the most moderate remunerating scale.

N.B. The Nearest Hotel to the Terminus of the Caledonian Railway.

WOOD'S Temperance HOTEL, COFFEE HOUSE, AND COMMERCIAL LODGINGS,



62, GREAT Clyde-street, CORNER OF DIXON-STREET, NEAR ST. ENOCH'S-SQ. GLASGOW

VISITORS TO EDINBURGH.

MACKAY'S HOTEL, 91, PRINCES STREET.

THIS Establishment has first class Accommodation for Families and is conducted on principles uniting every comfort with economy. The Situation is the most pleasant and central in Town.

FALLS OF THE CLYDE, CARTLAND CRAGS, &c.

CLYDESDALE HOTEL AND POSTING HOUSE, LANARK. JAMES CARRICK.

THIS ESTABLISHMENT is desirably situated in the immediate vicinity of the picturesque Falls of the Clyde (Corra, Bonniton, and Stonebyres), and the romantic scenery of Cartland Crags.

By the increased facilities and superior arrangements of the Caledonian Railway Company, Tourists from the South visiting Scotland are conveyed by this line through a most interesting district of country, and the Lanark station, at which all the trains stop, is very convenient for travellers.

The Hotel affords ample accommodation for gentlemen on business, and families or parties visiting the Falls. The delightfully salubrious and healthy situation, and the charmingly varied character of the scenery in the neighbourhood, have contributed to render it a favourite and fashionable resort for parties desirous of enjoying a few days in the most interesting part of Scotland.

There is a spacious Coffee Room, suitably furnished; Parlours and Sleeping Apartments; and an elegant Assembly Room has been fitted up for the accommodation of large pleasure or excursion parties, and for the meetings of Botanical or Geological Societies.

EXTENSIVE STABLING, POST HORSES, and every description of CARRIAGES, with careful drivers, are in readiness

The Hotel Omnibus waits the arrival of the Caledonian Railway Trains from Edinburgh, Glasgow, and the south.

The Clydesdale Coach, which goes by way of Hamilton, through the "Orchard of Scotland" on the banks of the Clyde, leaves the Hotel every morning; and returns from Glasgow every evening, during the Summer.

JAMES CARRICK, Clydesdale Hotel, Lanark.

WAVERLEY TEMPERANCE HOTEL, 43, PRINCES-STREET, EDINBURGH (opposite the Scott Monument). ROBERT CRANSTON having REMOVED from 129, High Street to 43, PRINCES STREET, begs respectfully to call the attention of his Customers to the superior accommodation and more central situation of his NEW Premises. It shall be his study to have every article supplied of the very best quality; and, in short, the accommodation and attendance will be equal to those of a FIRST-RATE HOTEL. R. C. would also direct the attention of TRAVELLERS to the fact, that the RAILWAY STATIONS are in the immediate vicinity of the WAVERLEY. An extensive NEWS-ROOM and select LIBRARY. All the Refreshments usually in demand at Temperance Houses. The usual reasonable charges will be continued. N.B.—No Intoxicating Drink allowed to be used on the Premises.

JAAP'S TEMPERANCE HOTEL AND LODGINGS, No. 3, South St. Andrew Street, (directly opposite the Railway Termini,) EDINBURGH.

Breakfasts, Dinners, Soups, Coffees, &c.—Public Dinners Furnished.

London and Edinburgh Newspapers Daily.

RAILWAY HOTEL, BRISTOL,

ADJOINING THE TERMINUS.

JOHN PRING begs to inform his Friends and the Public, especially those Travelling per Railway, that his house combines every comfort, with moderate charges.

LIVE TURTLES AND SOUP CONSTANTLY SUPPLIED.—POSTING IN ALL ITS BRANCHES.

Bristol, 1848. A Night Porter always in attendance.

BLACK SWAN INN, NARROW BRIDGE STREET, PETERBOROUGH.—H. JACKSON, many years Waiter at the Angel Hotel.—Every accommodation for Commercial and other Travellers.—Wines and Spirits of the first quality, Home Brewed Ale, Good Stabling, Loose Boxes, and Lock-up Coach Houses.

H. J. begs to announce that he has fitted up a room, replete with every convenience, suited for both Mercantile and persons travelling.—The House has undergone a thorough repair, both in the Sleeping and Stabling departments.

N.B.—Coaches and Vans pass the House daily to Spalding, Boston, Louth, &c. A Porter on the outside of the departure door waiting the arrival of the Trains.

ROYAL KENT HOTEL, RYDE, ISLE OF WIGHT, commanding uninterrupted Views of the Sea.—JOHN TAPPS begs respectfully to acquaint the Visitors to the Isle of Wight, that at the above Hotel they will find superior accommodation, combined with strict personal attention and moderate charges.

WORTHING.

S. T. BENNETT, PROPRIETOR OF THE ABOVE, in soliciting the patronage of VISITORS to WORTHING, begs to state that nothing can possibly exceed the CLEANLINESS and COMFORT of his HOTEL, as a reputation of upwards of TWENTY YEARS will testify.

The Eastern aspect has a commanding view of the STEYNE GARDENS, while the SOUTHERN has an uninterrupted view of THE SEA from BEACHY HEAD to the ISLE OF WIGHT.

The Stabling and Coach Houses are all new and not o be SURPASSED by any in the COUNTRY.—FAMILIES quiring HOUSES will get every information by going to the above Hotel, GRATUITOUSLY.

KING'S ARMS AND ROYAL HOTEL, LANCASTER.

JOHN PRITT, PROPRIETOR.

THE HALF WAY BETWEEN LONDON, EDINBURGH, AND GLASGOW.

The CALEDONIAN RAILWAY being now opened, the Proprietor most respectfully informs the NOBILITY, GENTLEMEN, and Families travelling on the route from LONDON TO SCOTLAND and from SCOTLAND TO LONDON, that at his OLD ESTABLISHED FAMILY HOTEL will be found every comfort, and the Railway Companies will offer every accommodation to parties STAYING AT LANCASTER.

Omnibuses and Carriages attend all Trains to and from the KING'S ARMS.

The Day or Family Train leaves London at 10 a.m., and arrives at Lancaster at 6 p.m. The Day Train to the North leaves Lancaster at 10 40 a.m. The Day Train leaves Edinburgh at 11¼ a.m., and arrives at Lancaster at 6 58 p.m.; starts from London at 9 45 a.m.—For further particulars and local information, see London & North Western, Preston, Lancaster & Carlisle, & Caledonian Tables.

N.B.—Commercial Gentlemen shall be most particularly attended to.

FURNISHED APARTMENTS, 33, NORFOLK-STREET, STRAND.—At the above, Gentlemen and Families will find well furnished Rooms, with desirable accommodation, and the quiet comforts of home.

MRS. ATMORE, 15, King-street Cheapside, London (near the Guildhall),

RESPECTFULLY informs Ladies and Gentlemen visiting London, that every attention will be paid to their comfort at her Cheerful, Airy, and Central Boarding Establishment.—Terms, including Bed, Breakfast, and Tea, 4s. per day. Dinner, if ordered, 2s. Servants and boots cleaning 8d. per day.—N.B. A private sitting room.

COLLIVER'S COMMERCIAL COFFEE HOUSE, 266½, STRAND, opposite the Angel Hotel.—Every accommodation for Commercial Men and Visitors.—An appropriate Room up tairs.—Bed and Breakfast, 2s.; or Bed separately, 7s. per week; and all other charges equal moderate.—Omnibuses to and from all the Railway Stations every five minutes.—No Fee for Servants.

N.B. For Night arrivals ring the Private Door Bell; a Porter always in attendance

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FAMILIES OR GENTLEMEN VISITING THE METROPOLIS on Business or Pleasure, will find most comfortable Apartments, with Board if required, at 29, NORFOLK-STREET, STRAND. The street is remarkably quiet and airy, near to the river, central as regards Places of Amusement, the Courts of Law, &c. Omnibuses to all parts of London every five minutes ——29, Norfolk-street, Strand.

PLYMOUTH.

PAYNE'S COMMERCIAL BOARDING HOUSE, 29, GEORGE-STREET.—MRS. PAYNE respectfully informs the Commercial Gentlemen and others visiting Plymouth who wish to secure the convenience and quiet of a Private Residence, that they will find liberal accommodation at her Establishment, No. 29, GEORGE-STREET, where every attention is paid to the domestic comforts of her inmates, at very moderate charges.

BOARD and APARTMENTS, or APARTMENTS ONLY, at Mrs. Pearse's, Nos. 9 and 30, NORFOLK-STREET, STRAND, between Somerset House and Temple Bar, one of the most central and airy streets in London, near the Public Offices, Theatres, and all places of amusement.
Full Board, 28s.; partial, from 14s. to 21s., by the day or week.
Gentlemen or Families from the country or abroad, will find this a convenient residence.
ALSO TO BE DISPOSED OF, a HOUSE and FURNITURE.

17, GOUGH-SQUARE, FLEET-STREET, LONDON.

J. W. GREEN.— COMMERCIAL AND PRIVATE BOARDING HOUSE.— Terms: 3s. per day, including Bed, Breakfast, Boots, and Attendance.—Tea, 1s.; Dinners and Suppers equally moderate.
Ladies and Gentlemen visiting London on business or pleasure will find the above house replete with every domestic comfort, very quiet, and centrally situated.—A Private Room if required.

TO COMMERCIAL GENTLEMEN AND TRAVELLERS.—Comfort combined with Economy.—THE SUN (Up Stairs) COFFEE ROOMS, by C. M. FRANCIS, 32, Fish-street Hill, near the Steam Packet Wharf, London Bridge.—Chops, Steaks, &c.—Well-aired Beds.

PERSONS of respectability visiting London on business or pleasure, would do well to try MRS. BARKER'S central and quiet PARTIAL BOARD AND LODGING HOUSE, 7, ELY-PLACE, HOLBORN HILL.—Terms: Bed and Breakfast 3s.; Tea 1s.;—No fees to servants.—Private apartments may be had if required.—The Omnibuses connecting the east and west ends, and also those to and from the Railways, pass the gates.

GREGORY'S BOARDING HOUSE, 29, CHEAPSIDE, LONDON.—TERMS: 4s. per day, including Tea, Bed and Breakfast.—Servants, 9d. per day.—Omnibuses to and from all the Railways take up and set down at the door. WELLINGTON GREGORY, PROPRIETOR.

MRS. WATSON'S COMMERCIAL LODGING HOUSE, 31, ARUNDEL-STREET, STRAND, near the Public Offices, Theatres, and all places of Amusement.—This will be found desirable by all persons visiting London on business or pleasure in consequence of no extra expense.—Bed and Breakfast 3s., including servants.—Good Private Rooms, if required.

THE ECONOMIC COMMERCIAL BOARDING HOUSE, No. 18½, LITTLE KNIGHT RIDER-STREET, Doctors' Commons, one minute's walk from St. Paul's Cathedral, in the City of London.—Omnibuses pass every five minutes to all parts of the Metropolis, and to all the Railway Stations.
Mrs. Williams begs to inform Gentlemen and Families visiting the Metropolis, that although the charges of the above establishment are made on the most economic scales, there are combined with the same, every comfort, convenience, and attention that can be desired.—Bed and attendance 1s. 6d., Breakfast 1s., Tea 1s., or 25s. per week includes every charge for Board and Lodging.—No Fees or extra charge for Servants.
Private Apartments if required.

BURGES'S BOARDING HOUSE, 18, SALISBURY STREET, STRAND; Established 1834.— Gentlemen visiting London on business or pleasure, will find the above Establishment quiet and centrally situated, being in the immediate vicinity of the principal Public Offices and Places of Amusement.
Bed and Breakfast, with meat, 3s.; Tea, 1s.; including servants.—Omnibuses to and from all the Railways pass the end of the street, within five doors.

HUDSON'S COMMERCIAL AND PRIVATE BOARDING AND LODGING ESTABLISHMENT, 42, BOW LANE, CHEAPSIDE, LONDON.—This Establishment is most adapted for persons of quiet and regular habits, who prefer the comforts of a domestic family, and the society of Christian people. The house is in a central situation and particularly quiet.—N.B. Private Sitting Rooms if required.

MITCHELL'S COMMERCIAL BOARDING HOUSE, 28, LUDGATE STREET, LONDON, SIX DOORS FROM ST. PAUL'S CHURCH YARD.
Families and Commercial Gentlemen visiting London are respectfully invited to visit the above establishment, which, from its unrivalled situation and moderate charges, will ensure approbation.
Bed, Attendance, Breakfast, and Tea, 4s. 6d. per day. Omnibuses from all the Railways pass the door.

FIRE & LIFE INSURANCE OFFICES.

UNITED KINGDOM LIFE ASSURANCE COMPANY, 8, Waterloo-place, Pall Mall, London; 97, George-street, Edinburgh; 12, St. Vincent-place, Glasgow; 4, College Green, Dublin.

DIRECTORS.

JAMES STUART, Esq., Chairman. HANANEL DE CASTRO, Esq., Deputy-Chairman.

Samuel Anderson, Esq.
Hamilton Blair Avarne, Esq.
E. Lennox Boyd, Esq., Resident.
Charles Downes, Esq.
Charles Graham, Esq.
D. Q. Henriques, Esq.
F. C. Maitland, Esq.
William Railton, Esq.
John Ritchie, Esq.
F. H. Thomson, Esq.

SECOND SEPTENNIAL DIVISION OF PROFITS.

This Company, established by act of parliament, in 1834, affords the most perfect security in a large paid-up capital, and in the great success which has attended it since its commencement, its Annual Income being upwards of £94,000.
In 1841, the Company added a bonus of £2 per cent. per annum on the sum insured to all policies of the participating class from the time they were effected to the 31st December, 1840, and from that date to 31st December, 1847, £2½ per cent. per annum was added at the General Meeting on the 6th July, 1848.
The Bonus thus added to Policies from March, 1834, to the 31st December, 1847, is as follows:—

Sum Assured.	Time Assured.	Sum added to Policy in 1841.	Sum added to Policy in 1848.	Sum Payable at Death,
£		£ s. d.	£ s. d.	£ s. d.
5000	13 yrs. 10 mths.	683 6 8	787 10 0	6470 16 8
5000	12 years	500 0 0	787 10 0	6287 10 0
5000	10 years	300 0 0	787 10 0	6087 10 0
5000	8 years	100 0 0	787 10 0	5887 10 0
5000	6 years	.....	675 0 0	5675 0 0
5000	4 years	.....	450 0 0	5450 0 0
5000	2 years	.....	225 0 0	5225 0 0

The Premiums, nevertheless, are on the most moderate scale, and only one-half need be paid for the first five years, where the Insurance is for Life. No entrance money or charge except the policy stamp. Every information will be afforded on application to the Resident Director, 8, Waterloo-place, Pall-mall, London.

THE LONDON ASSURANCE CORPORATION,

By Charter of King George the First,

FOR LIFE, FIRE, and MARINE ASSURANCE, Granted upon their FIRST LIFE POLICY on the 7th June, 1721.
Their New Prospectus, embraces a variety of very eligible plans for Life Assurance at moderate premiums.
Two-thirds of the gross profits are awarded to the Assured by a BONUS added to the Policy—a payment in Cash—a new Policy without premium—or by a reduction of the future annual premiums.
The expenses of managing the Life Department are not, as is usual, taken from the premium fund, but are defrayed by the Corporation out of their share of the profits, thus giving the assured all the advantages of Mutual Assurance without liability of partnership, and the security of an ancient and opulent Corporation.
Assurances without participation, and short period Assurances, are effected on very advantageous terms.
Parties proceeding abroad are liberally treated.
Fire Insurances on every description of property at moderate rates, and Marine Assurance at the current premiums.
Prospectuses may be had at their Offices, 7, Royal Exchange, Cornhill, and 10, Regent-street, or sent free on a written application.
JOHN LAURENCE, Secretary.

BANK OF AUSTRALASIA, (Incorporated by Royal Charter, 1835,) 8, Austin Friars, April 1, 1848.—The Court of Directors Grant Bills and Letters of Credit on the undermentioned Branches, viz:—Sydney, Maitland, Melbourne, Geelong, Hobart Town, Launceston, and Adelaide, on terms which may be learnt on application, either at their Offices, 8, Austin Friars, or at their Bankers, Messrs. Smith, [illegible], and Smiths. By Order of the Board, WILLIAM MILLIKEN, Secretary.

EUROPEAN
LIFE INSURANCE AND ANNUITY COMPANY.

No. 10, Chatham Place, Blackfriars, London; Agency Office in Dublin, No. 53, Dame Street.

Empowered by Special Act of Parliament, 7th and 8th Vict. Established January, 1819.

BOARD OF DIRECTORS.

Thomas Whalley Bolton, Esq.
Capt. John Rivett Carnac, R.N.
John Greathed Harris, Esq.
Henry H. Harrison, Esq.
William P. Jervis, Esq.
George Lee, Esq.
Alex. H. Macdougall, Esq.
Wm. Sargent, Esq.
Frederick Silver, Esq.
John Stewart, Esq.
Geo. J. Sullivan, Esq.
Capt. W. G. H. Whish, R.N.

Board of Agency in Ireland. John Barlow, Esq., Major R. Dillon, Christopher Fitzsimons, Esq., James Hawkins, Esq., Samuel Law, Esq., F. Fetherstonhaugh, Esq.

AGENTS.

Brighton—William Faithful
Bath—Thomas Bishop
Bristol—Daniel Burges, jun.
Birmingham—Samuel Keeley
Cambridge—Swan and Son
Caistor—Thomas Wigelsworth
Dorchester—Manfield & Andrews
Exeter—Hugh M. Ellicombe
Gosport—James Hoskins
Hull—Edward Sidebottom
Leeds—R. Inchbold
Liverpool—Widow Sutton & Sons
Manchester—Richard Aspden
Nottingham—Robert Lightfoot
Norwich—George E. Simpson
Oswestry—Edward Williams
Plymouth—Eastlake & Co.
TunbridgeWells—StephenBeeching
Ryde—F. F. Cole
Redditch—Edward Browning
Winchester—Charles Bridger
Worcester—John Walcot
Aberdeen—P. & A. Davidson
Edinburgh—William Mc. Hu
Glasgow—Patrick Neilson
Perth—Robert Greig

Dublin as above; also at Athlone, Belfast, Bantry, Cork, Carrick-on-Shannon, Enniskillen, Kill Limerick, Wicklow, Wexford, Waterford.

Policies are issued by this old-established Company with the right of a participation or non-par tion in profits. Notices of Assignments are acknowledged and filed.

Premiums are received yearly, half-yearly, or quarterly, or in one payment, or in payments f limited number of years, or upon an increasing or decreasing Scale; or one half of the premium may b for a term to be agreed upon.

Bonus.—80 per Centum of the Profits allotted to the Policies, and One-Fifth to the Capita perpetually increasing the Guarantee Fund. Future Bonuses arranged to suit the convenience of the ass

Right of Policy-Holders of £500 and upwards to vote at the yearly meeting of the Proprietors, the Auditors must be Policy-holders.

Agency.—Agents continue to be appointed: a liberal commission allowed to the legal profession

Further information may be obtained at the Offices, or of the Company's Agents.

CHARLES SAUNDERSON, Secre

IMPERIAL LIFE INSURANCE COMPANY, CORNHILL LONDON.

GEORGE FIELD, Esq., Chairman. JOHN HORSLEY PALMER, Esq., Deputy Chairma

DIRECTORS.

James C. C. Bell, Esq.
Charles Cave, Esq.
Charles Francis Cobb, Esq.
Andrew Colvile, Esq.
George Henry Cutler, Esq.
George Hibbert, Esq.
Samuel Hibbert, Esq.
Daniel Mildred, Esq.
James Gordon Murdoch, Esq.
James Pattison, Esq., M.P.
George Reid, Esq.
Joseph Reid, Esq.
William R. Robinson, E
Newman Smith, Esq.

FOUR-FIFTHS, or 80 per cent. of the Profits will be assigned to Policies every fifth year; and may be applied to increase the Sum insured;—to an immediate payment in cash; or to the reduction and ultimate extinction of future premiums, as shown in the following example:—

Profits to Policies of 25 years' standing, entitled to participate in the Bonus declared in 1846.

Age at Entry.	Sum Insured.	Annual Premium.	Bonus Added.	Cash paid on surrender of Bonus	On Prem reduced to	And annual return of
	£	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
15	1000	19 5 10	451 5 0	174 12 3	8 6 9	.. .. ..
20	1000	21 15 10	451 5 0	193 12 2	8 15 0	.. .. ..
30	1000	26 14 2	451 5 0	236 18 7	7 10 5	.. .. ..
40	1000	33 19 2	451 5 0	284 0 6	4 9 8	.. .. ..
50	1000	45 6 8	451 5 0	335 9 11	.. .. ..	4 19 4
60	1000	13 13 4	451 5 0	384 12 5	.. .. ..	36 10 6

Insurances without participation in profits effected at reduced rates.

Prospectuses and an explanatory statement of other advantages now given by this Company, may be had at the Chief Office as above, at the Branch Office, 16, Pall Mall, or of their agents.

SAMUEL INGALL, Actuary.

SOVEREIGN LIFE ASSURANCE COMPANY,

No. 5, ST. JAMES'S-STREET, LONDON.

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Henry Pownall, Esq.
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The Fire Business has steadily increased year by year. The duty paid to Government in 1836 was £3,414; in 1846 it reached £12,362. The Premiums are moderate; the settlement of claims liberal and prompt. Insurances are effected in the British Colonies and in foreign countries, as well as throughout the United Kingdom.

In the Life Department, simplicity, certainty, and large guaranteed bonuses, involving no liability of partnership, with very reasonable premiums, are characteristics of the Company. The amount of Insurances effected in 1847 was £124,878.

Capital Sums, payable on a fixed future day, giving to Property held under Lease for years certain, the same value as if it were freehold, are insured by the Company. Policies of this description are available for many other purposes as well.

Full Prospectuses may be had on application at the Offices or Agencies, and every facility and dispatch will be afforded to persons desirous of negotiating business.

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Annual Premiums, with and without return, in case of Death.

Without return.	With return of two-thirds	With return of the whole.
£ s. d.	£ s. d.	£ s. d.
13 10 8	14 16 3	15 10 10

H. D. DAVENPORT, Secretary.

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SWINTON BOULT,
Secretary to the Company.

THE AUSTRALASIAN, COLONIAL, and GENERAL LIFE ASSURANCE and ANNUITY COMPANY, No. 1, LEADENHALL STREET.*

CAPITAL £200,000, IN 2,000 SHARES.

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PHYSICIAN.—DR. FRASER, 62, Guildford-street, Russell-square.

The following are specimens of the rates of premium charged by this Company for the Assurance of £100.

WITH PROFITS.				WITHOUT PROFITS.			
Age.	Annual Premium.	Age.	Annual Premium.	Age.	Annual Premium.	Age.	Annual Premium.
20	£1 17 1	40	£3 4 0	20	£1 10 3	40	£2 15 3
25	2 2 1	45	3 15 6	25	1 14 11	45	3 6 6
30	2 8 2	50	4 11 8	30	2 0 7	50	4 1 8
35	2 15 2	55	5 9 7	35	2 7 0	55	5 0 5

NO EXTRA PREMIUM is charged for residence in the Australasian or North American Colonies, or at the Cape of Good Hope.

PECULIAR FACILITIES are afforded for the assurance of the lives of persons proceeding to, or residing in the East Indies.

Premiums may be paid and claims settled, in Australasia and the East Indies, by indorsement of the policy.

Immediate and deferred Annuities are granted by the Company, on very favourable terms, and it is a peculiar feature in its constitution, that Annuitants participate in the profits.

ANNUITIES.

The following are specimens of the annuities granted for every £100 sunk.

Age.	Male Lives.	Female Lives.	Age.	Male Lives.	Female Lives.
35	£7 1 5	£6 13 5	65	£12 12 0	£10 19 0
45	7 18 1	7 4 9	75	18 9 2	16 3 5
55	9 13 0	8 8 9	80	25 8 9	20 2 7

DEFERRED ANNUITIES.

Annuities (payable half yearly) with an Annual Premium of £10 paid down, and continued during the undermentioned Terms of Deferment will secure:—

TERMS OF DEFERMENT.

	10 Years.		20 Years.		30 Years.		35 Years.	
Age	Males.	Females.	Males.	Females.	Males.	Females.	Males.	Females.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
20	8 17 6	8 3 8	25 3 4	22 10 8	60 8 8	51 0 9	95 13 10	76 16 11
25	9 3 2	8 9 6	26 17 11	23 17 9	69 8 10	56 11 6	115 8 3	88 15 2
30	9 12 3	8 16 5	29 13 5	25 13 7	83 14 8	65 3 3	—	—
35	10 5 9	9 5 11	34 1 8	28 6 0	—	—	—	—
40	11 6 7	9 18 0	40 16 2	32 8 0	—	—	—	—

E. RYLEY, Actuary and Secretary.

* REMOVED FROM No. 126, BISHOPSGATE-STREET.

NEW LIFE TABLES.

THE ALLIANCE BRITISH AND FOREIGN LIFE AND FIRE ASSURANCE COMPANY, BARTHOLOMEW LANE, LONDON.—Capital, £5,000,000 Sterling.—Established 1824.

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2. Tables on **Increasing** and **Decreasing** Scales.
3. „ subject to a **Limited** Number of Annual Payments.
4. „ for **Endowment Assurances.**

No entrance fees are charged. The Assured may proceed to any part of Europe without extra Premium. The Lives of Naval and Military Officers, not in actual service, are taken at the usual rates. A Commission to Solicitors and Agents bringing business is paid.

Detailed Prospectuses, with Tables of Rates and full particulars, will, on application, be forwarded by post, or may be obtained at the Head Office, 1, Bartholomew Lane, London; at the Office of the Company, 95, George-street, Edinburgh; and at their various agencies in England, Scotland, and Ireland.

*** Loans on the Deposit of unencumbered Policies of the Company are made, up to their value, without legal expense to the borrower.

FIRE ASSURANCES, at home and abroad, effected on the usual terms.

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Assurances are granted upon the Lives of Persons in every station of Life, and for every part of the World, upon particularly favourable terms. Persons assured in this Office may change from one country to another without forfeiting their Policies.

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JOSEPH C. BRETTELL, Secretary.

THE GUARANTEE SOCIETY, 19 Birchin-lane, London; established in 1840.—This Society is empowered by the Act 5 Vic., Sess. 2, cap. 64, to give security for the fidelity of persons in situations of trust, where sureties are required, on the annual payment of a stipulated rate per cent. Security is granted, as heretofore, to all approved persons employed by public companies, by the great trading and banking interests in London and in the country, also to persons in any capacity either at home or abroad who may be called upon to furnish security to their employers.

No demand is made for stamp, legal charge, or otherwise, in addition to the premium.

For forms of proposal or other information, apply to the secretary, at the Office, 19, Birchin Lane; or to the Society's agents, in all the principal towns throughout the kingdom.—THOMAS DODGSON, Secretary.

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FOR

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This Office was established in 1837, to afford the advantages of Mutual Assurance by very moderate Premiums. These will be found, at early and middle ages, about **20 per cent. below those of most similar offices.**

Healthy Persons may ASSURE THEIR LIVES at the smallest yearly cost; with a prospect of sharing in the Entire Reserved Profits. The subjoined Table shows the very moderate Annual Payments required, at various ages, to assure £100 at death, whenever death shall happen, after the first annual payment. **The small amount of weekly saving** required for each Annual Payment proves the facility with which, by an exercise of the most trifling economy, the advantages of Life Assurance may be enjoyed by all.

Specimen of Scottish Provident Premiums for **Whole Life.**

Age next Birthday.	To Assure £100. Weekly Cost.	Annual Premium.	Age next Birthday.	To Assure £100. Weekly Cost.	Annual Premium.	Age next Birthday.	To Assure £100. Weekly Cost.	Annual Premium.
21	8¾d	1 17 7	32	10d	2 3 5	40	12¾d	2 14 9
26	9	1 18 6	34	10½	2 5 7	42	13½	2 18 8
28	9¼	1 19 11	36	11	2 8 2	44	14¾	3 3 3
30	9⅝	2 1 6	38	12	2 11 3	46	16	3 8 5

Specimen of Scottish Provident Premiums, payable **during twenty-one years only,** *to Assure* £100.

Age.	Premiums.	Age.	Premiums.	Age.	Premiums.
20	2 7 10	30	2 14 6	40	3 6 4
25	2 10 8	35	2 19 8	45	3 14 9

By this scale a person of 30 may secure £100 at death, for a yearly payment of £2 14s. 6d., to cease on his attaining 50; being thus entirely relieved of payment before he has passed the prime of life, and that for nearly the same premium as most offices require for the whole of life.

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FIVE-SIXTHS of the Profits are divided amongst the participating Policyholders.

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They are invaluable, as, in a few hours, they remove all Hoarseness, and wonderfully increase the power and flexibility of the voice.

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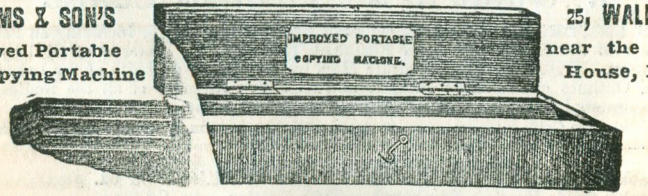

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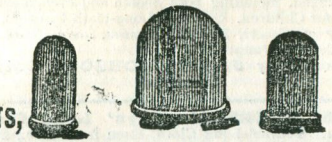

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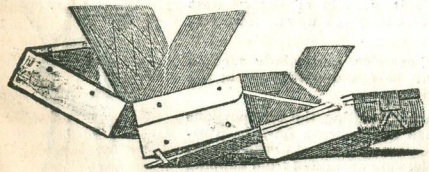

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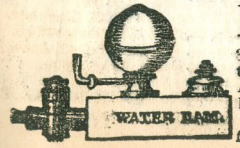

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Sold retail by most of the respectable Hosiers, &c., in the Kingdom.

Notices of the Public Press.

NOVUS ANNULUS BRACES.—The great advantages: freedom of the action of the body in any direction, the assistance it affords to a more perfect fit of the trousers, and from that portion of the braces which passes over the shoulders being ever in a quiescent state, great ease and comfort is secured, all friction is avoided, and the rapid wear of the shirt which takes place in consequence entirely got rid of.—*Standard, February 2nd*, 1848.

A NOVELTY IN GENTLEMEN'S COSTUME—What will be considered a rare excellence amongst the fashionables, the power of regulating the braces themselves to the sinuosities of the human form, and of thus insuring great ease and fitness to the garments.—*Observer, Feb. 6th*, 1848.

NOVEL PATENT.—The 'Novus Annulus Braces,' although a recent patent, have been for some time recommended by a scientific member of the faculty to his private patients, for the power they possess of keeping the shoulders well back and equal with each other, and thus expanding and giving full play to the chest and respiratory organs.—*Globe, Feb. 12th*, 1848.

The strongest recommendation which it possesses is certainly one worthy of consideration, that unpleasant slipping from the shoulders to which the old brace is so liable being altogether got rid of. From other causes it may certainly be pronounced the most comfortable in use.—*Morning Post, Feb. 18th.*

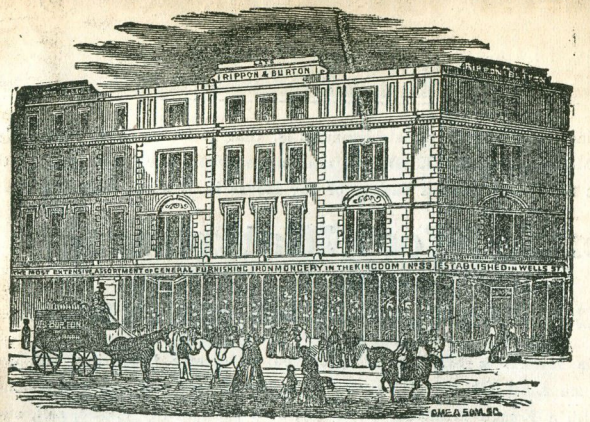
THE PATENT NOVUS ANNULUS BRACE.—While it permits of the greatest play of the body, is the cause of the ease and comfort observed upon.—*Sun, Feb. 25th*, 1848.

THE NEW ANNULAR BRACES.—In every kind of exercise, particularly such as hunting, shooting, cricketing, &c., these braces will be found productive of the greatest ease and comfort.—*Mining Journal, March 11th*, 1848.

NOVUS ANNULUS BRACES.—By a ring of this material uniting the four portions of the braces or suspenders, the advantages so much dilated upon have been secured: every motion of the body is rendered facile—ease and comfort to the wearer, and what is of equal consequence, the braces themselves are prevented from slipping off the shoulders, a fault so much complained of in the ordinary suspenders. It must be obvious from what is here stated, that to the military this invention presents features of still even greater interest than they do to the civil portion of the community.—*Naval and Military Gazette, March 11th*, 1848.

NOVEL SUSPENDERS OR BRACES.—The style and set of a pair of trousers is no unimportant consideration with the man of *ton*, and indeed with all who admire neatness and order. It is now found that in nine cases out of ten this deficiency proceeds not so much from the fault of the tailor as from the braces in ordinary wear. There is therefore much credit due to the inventors of a patent brace, termed the 'Novus Annulus,' which adapts itself with remarkable ease to the requirements of the figure.—*United Service Gazette, March 11th*, 1848.

ESTABLISHED IN (WELL'S-STREET,) A.D., 1820.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†‡§ For references see foot of list.	Birmingm	†Great Wstrn	‡ Joint Railways. §L.B.	‡ Joint Railways. §B.A.	South Wstrn	Eastrn Cnties
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Adelphi-terrace, Strand	1 4	2 4	1 8	1 8	1 8	2 0
Aldersgate-st, Westmoreland-bldgs.	1 8	3 0	1 0	1 0	1 4	1 0
Aldgate Pump	2 0	3 4	0 8	0 8	1 8	1 0
Albany, Piccadilly	1 4	1 8	2 4	1 8	1 4	2 8
Baker-street, Crawford-street	1 0	1 0	3 0	2 8	2 0	3 4
Balls Pond-road, Elizabeth-place	2 0	3 8	2 8	2 8	3 0	1 8
Battersea Bridge, the Swan	3 4	3 0	4 0	3 8	2 8	4 4
Bank of England	2 0	3 0	0 8	0 8	1 4	0 8
Bayswater-road, Albion-stree	1 8	0 8	3 0	2 8	2 4	3 4
" Sussex-square	2 0	0 8	3 0	3 0	2 4	3 4
Bedford-row, Theobald's-road	1 0	2 4	1 8	1 4	1 4	1 8
Bedford-square	0 8	2 0	2 0	2 0	1 0	2 0
Belgrave-square, Halkin-st.	2 0	1 8	2 8	2 8	1 8	3 4
Berkeley-square, Berkeley-street	1 4	1 4	2 8	2 4	1 8	3 0
Bishopsgate-st., Union-street	2 0	3 4	1 0	0 8	1 8	0 8
Blackfriar's-road, Stamford-street.	1 8	3 0	1 0	1 4	0 8	1 4
" Surrey Theatre.	2 0	3 0	1 0	1 4	0 8	1 8
Blackwall Terminus, London-st	2 4	3 4	0 8	..	0 8	1 0
Blackwall, Norfolk-street	4 4	5 8	3 4	..	1 4	3 0
Bloomsbury-sq., Southampton-st.	0 8	2 0	1 8	1 8	1 4	2 0
Bond-street, Clifford-street	1 4	1 4	2 4	2 4	1 4	2 8
Bridge-row, Size-lane	2 0	3 0	0 8	0 8	1 0	1 0
British Museum	1 0	2 0	1 8	1 8	1 0	1 8
Brixton, Park-place	3 4	3 8	3 4	..	..	4 0
Brompton, Brompton-square	2 4	2 0	3 0	3 0	2 4	3 4
Brunswick-square	0 8	2 0	2 0	1 8	1 4	2 0
Bryanstone-square	1 4	1 0	3 0	2 8	2 0	3 0
Buckingham Gate	2 0	1 8	2 4	2 4	1 8	3 0
Camberwell, Bethell-place	2 8	4 0	1 8	2 0	1 4	2 8
" Green, Red Cap	3 0	4 0	2 0	2 4	1 8	2 8
Camden Town, Union-terrace	0 8	2 0	2 8	2 4	2 0	2 4
Cavendish-square	1 0	1 4	2 4	2 4	1 8	2 4
Charing Cross	1 4	2 0	1 8	1 8	1 0	2 0
Cheapside	1 8	3 0	0 8	0 8	1 0	1 0
Chelsea College	2 8	2 8	3 0	3 4	2 4	3 8
Chelsea, Church-st., King's-road	3 0	2 8	3 4	3 8	2 8	3 8
Chiswell-street, Bunhill-row	1 8	3 0	1 4	1 0	1 8	0 8
City, road, River-terrace	1 0	3 4	1 8	1 8	1 4	1 4
" Windsor-place	1 4	2 8	1 8	1 4	1 8	1 0
" Castle-street	1 8	3 0	2 0	1 0	1 4	1 0
Clapham-road, Holland-street	3 0	3 4	2 0	2 8	1 4	2 4
Clerkenwell Green	1 4	2 8	1 4	1 4	1 4	1 4
" Commercial-road, Dock-street	2 8	4 4	1 8	..		

BRADSH

CAB FARES, [METROP

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Selling at a

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196

Manchester
ney Coach & Cab Fares.

wo-horse coach charged one-
than a one-horse coach, and
of a cab; but if a pair-horse
not go more than two-thirds
the fare is only one shilling.

TO	From the Birmingham Railway. 1 hor Ch.	Cab	From the Bolton Railway. 1 hor Ch.	Cab	From the Victoria Station. 1 hor Ch.	Cab
	s. d	s. d	s. d	s. d	s. d	s. d
re, Salford	2 0	1 6	1 4	1 0	1 8	1 3
Church, Oxford-street	1 0	0 9	1 8	1 3	1 4	1 0
ace, Lower Broughton-road	2 4	1 9	2 0	1 6	1 8	1 3
een	1 0	0 9	1 0	0 9	1 0	0 9
l	1 4	1 0	2 4	1 9	2 4	1 9
idge	1 4	1 0	2 8	2 0	2 8	2 0
ll Bar	2 8	2 3	4 0	3 0	3 8	2 9
Road (Green's Arms Inn)	2 8	2 0	3 8	2 9	3 4	2 6
Road (to Drover's Inn)			1 4	1 0	1 4	1 0
n Railway Station	1 4	1 0			1 0	0 9
way ditto	1 0	0 9	1 0	0 9	1 0	0 9
Bridge	3 0	2 3	2 4	1 9	3 0	2 3
Gardens	3 0	2 3	2 8	2 0	3 0	2 3
oad (to the New Inn)	2 4	1 9	1 4	1 0	2 0	1 6
Old Toll Bar	2 0	1 6	1 0	0 9	1 4	1 0
alford, (Black Horse Tavern)	2 8	2 0	1 8	1 3	2 4	1 9
Toll Bar, Eccles New Road	2 8	2 0	2 8	2 0	2 0	1 6
hill, to Griffin	2 4	1 9	2 0	1 6	1 4	1 0
hill, to Temple Bar	3 0	2 3	3 0	2 3	2 4	1 9
hill Road, to the Robin Hood	3 8	2 9	3 8	2 9	3 0	2 3
hill Road, to Singleton Brook	4 4	3 3	4 0	3 0	3 8	2 9
oad, to Chorlton Church	2 8	2 0	2 8	2 0	1 0	1 3
ry New Road	1 4	1 0	1 0	0 9	1 0	0 9
ge	3 0	2 3	2 4	1 9	3 0	2 3
umb School, Stretford Road						

Fees and Gratuities.—
received by any of the company's
enjoined to pay every attention to
A book is generally kept at the
complaints of irregularity or im
to report.

Luggage.—Passengers s
destinations legibly written up
Adhesive Luggage Labels are pec
in saving much time and labour
in the train, as companies are
thereof, unless booked and paid
receipt procured accordingly.
under the passenger's seat.

**TABLE shewing the am
ed to each Passenger
respective Companie**

Terms of Excess.

s. per cwt.
d. per lb.
cording to distance.
d. per lb. under 40 miles, ¼d. per lb.
above 40.
d. per cwt. per mile, and not less than
12 miles being charged.
d. per lb. under 40 miles, and for each
additional 40 miles up to 200; above
200, and under 210 miles, 1¼d. per lb.

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NOTICES TO CORRESPONDENTS.

The Proprietors of this work with pleasure inform their subscribers that, through the kindness of the Messrs. W. Kelly and Co., they hope to be able to insert in an early edition of the Guide, an exceedingly beautiful MAP OF LONDON, re-printed, by permission, from the Post Office London Directory, for which valuable work it was expressly prepared. It was their intention to have given it with the present month's Guide, but they have not been able to complete their arrangements for that purpose.

LORD ROSEBERY has the best thanks of the Proprietors for his very kind suggestion.

ZETA.—This letter would require to be inserted as an advertisement, in the same way as that to which Zeta's is a reply.

We are particularly obliged to the numerous correspondents whose letters we have not been able to notice individually. In many cases their suggestions have proved very valuable.

Bradshaw and Blacklock beg to call public attention to their 3d. British Railway Guide as a good Advertising Medium.

LONDON to OXFORD, GLOUCESTER, BRISTOL, EXETER and PLYMOUTH.—Great Western.

Sec., C. A. Saunders, Paddington, London. Engr., I. K. Brunel.

Down Trains. — Week Days only.

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101¾	Box..... a & d	mrn.	9 6	1 39	11 9	mrn	..	aft.	..	aft.	5 14	..	..	..	5 20	aft.	8 38	..	..	aft.	..	..
106¾	BATH ..... a & d	7 15	9 20	1 55	11 19	11 0	12 0	1 0	2 10	3 0	5 28	3 20	4 37	..	5 30	7 0	8 50	7 53	..	10 0	..	12 50
108¼	Twerton ..... a & d	7 20	9 25	2 18	..	11 5	..	1 5	..	3 5	6 5	..	..	..	..	7 5	..	..	..	10 5	..	..
111¼	Saltford ..... a & d	7 28	9 33	2 28	..	11 13	..	1 13	..	3 13	6 15	..	..	..	..	7 13	..	..	..	10 13	..	..
117¾	Keynsham ..... a & d	7 35	9 40	2 34	11 42	11 20	..	1 20	2 27	3 20	6 22	3 42	4 45	..	5 47	7 20	9 2	..	..	10 20	..	..
118¾	BRISTOL {arrival	7 45	9 50	2 50	11 50	11 30	12 20	1 30	2 35	3 30	6 40	3 50	4 55	..	5 55	7 30	9 10	8 12	aft.	10 30	..	1 15
	{departure.....	8 0	10 0	3 0	12 0	..	12 25	..	2 45	..	12 0	4 0	..	..	6 5	..	..	8 15	8 30	..	..	1 25
126¼	Nailsea.... .. .. a & d	8 18	10 16	3 21	12 14	..	..	..	..	..	..	4 16	..	..	6 21	..	..	..	8 48	..	..	..

		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
		mrn.	mrn.	aft.	aft.		Exp. aft.		Mail. aft.		aft.	aft.			aft.			Exp. aft.	aft.			mail. aft.
130¼	YATTON, Clevedon Junc.a & d	8 28	10 24	3 33	12 22	..	..	..	3 13	..	..	4 24	..	..	6 29	..	..	..	8 58	..	..	..
—	CLEVEDON .....dep	8 10	9 50	2 47	11 50	..	..	..	2 47	..	..	4 5	..	..	6 14	..	..	..	8 43	..	..	..
—	,, ...arr	8 45	10 39	4 39	12 37	..	..	..	3 28	..	..	4 39	..	..	6 42	..	..	..	9 10	..	..	..
133¾	Banwell ..... a & d	..	10 31	3 45	..	..	..	..	..	..	..	4 31	..	..	..	..	..	..	9 6	..	..	..
136¾	WESTON S. MARE ....dep.	8 35	10 27	3 15	12 23	..	..	..	3 15	..	..	4 24	..	..	6 32	..	..	..	..	..	..	..
—	,, ... arr	9 15	10 49	4 50	12 45	..	..	..	3 37	..	..	4 50	..	..	6 52	..	..	..	9 26	..	..	..
145¼	HIGHBRIDGE nr. Brnhm a & d	9 3	10 54	4 21	12 47	..	..	..	3 45	..	..	4 54	..	..	6 59	..	..	..	..	..	..	..
151¼	BRIDGEWATER .... ,,	9 20	11 6	4 40	1 10	..	1 5	..	3 59	..	2 40	5 6	..	..	7 10	..	..	..	..	..	..	..
163	TAUNTON ..... ,,	9 40	11 26	5 13	1 35	..	1 29	..	4 20	..	3 25	5 28	..	..	7 32	..	..	..	..	..	..	..
170	WELLINGTON ..... ,,	9 55	11 40	5 50	1 49	..	..	..	4 35	..	..	5 45	..	..	7 49	..	..	..	..	..	..	..
179	TIVERTON ROAD ..... ,,	10 18	12 6	6 15	2 7	..	..	..	4 55	..	4 40	6 6	..	..	8 10	..	..	..	..	..	..	..
181½	COLLUMPTON ..... ,,	10 24	12 12	6 20	2 13	..	..	..	..	..	..	6 14	..	..	8 18	..	..	..	..	..	..	..
185½	Hele ..... ,,	10 35	12 27	6 30	2 23	..	..	..	5 8	..	..	6 26	..	..	8 29	..	..	..	..	..	..	..
193¾	EXETER ..... arr.	10 50	12 45	7 0	2 40	..	2 15	..	5 25	..	5 30	6 45	..	..	8 50	..	..	10 0	..	..	..	4 5

	SOUTH DEVON.	1 & 2	1,2,3	1 & 2		1 & 2	1 & 2	1,2,3	1 & 2						1 & 2			1 & 2			1 & 2
		mrn.	mrn.	mrn.		noon	aft.	aft.	aft.						aft.			aft.				mrn.
	EXETER .....dep	4 15	6 40	9 55	—	12 0	2 20	5 20	5 45	—	—	—	—	—	8 55	—	—	10 5	—	—	—	4 15
202½	Starcross	4 32	7 9	10 14	—	12 19	2 39	5 39	6 4	—	—	—	—	—	9 14	—	—	10 24	—	—	—	4 32
206	DAWLISH	4 42	7 20	10 25	—	12 30	2 50	5 50	6 15	—	—	—	—	—	9 25	—	—	10 35	—	—	—	4 42
209	TEIGNMOUTH	4 52	7 30	10 35	—	12 40	3 0	6 0	6 25	—	—	—	—	—	9 35	—	—	10 45	—	—	—	4 52
214	NEWTON	5 5	7 45	10 50	—	12 55	3 15	6 15	6 40	—	—	—	—	—	9 50	—	—	11 0	—	—	—	5 5
222½	TOTNESS	5 30	8 15	—	—	1 25	3 45	7 10	7 10	—	—	—	—	—	—	—	—	11 25	—	—	—	5 30
231½	WRANGATON	—	8 46	—	—	1 46	4 11	7 41	7 41	—	—	—	—	—	—	—	—	—	—	—	—	—
235	IVY BRIDGE	6 0	8 55	—	—	1 55	4 19	7 50	7 50	—	—	—	—	—	—	—	—	—	—	—	—	—
241½	PLYMPTON	6 20	9 13	—	—	2 13	4 37	8 8	8 8	—	—	—	—	—	—	—	—	12 20	—	—	—	6 0
244	LAIRA. (2 miles from Plymth)	6 30	9 20	—	—	2 20	4 45	8 15	8 15	—	—	—	—	—	—	—	—	—	—	—	—	6 20
																						6 30

ABBREVIATIONS.—*dep*, denotes departure only; *arr*, arrival, *a & d*, arrival and departure.

COACHES run from Plymouth and Devonport to all parts of Cornwall; from Exeter to all parts of Devonshire; from Tiverton to South Malton, Barnstaple, &c., from Taunton to Sidmouth, from Yatton Station to Wells every day (except Sunday) at 4½ p.m.; from Bristol to Swansea, Brecon, Hereford & Carmarthen; from Bath to Frome, Wells, Shepton Mallet, & Glastonbury; from Chippenham to Calne and Devizes, & the "Aurora" coach to Salisbury and Southampton. A Coach runs from Gloucester to Ledbury per the 10½ Down Train; and Coaches run to Hereford, Ross, Wales, &c. Pratt's Coach from Cheltenham to Malvern, on the arrival of the 10 15 Day Mail Down. From Swindon the Salisbury Night Mail through Burbage and Tedworth. From Faringdon Road to Fairford; from Tetbury Road to Tetbury, per 10½ morn. Train; from Hungerford to Marlborough and Devizes; from Twyford to Henley; from Maidenhead to Marlow and Wycombe at 5 45 aft.; from West Drayton to Uxbridge; and Windsor Omnibuses meet every Train at Slough.

GRAVESEND & ROCHESTER.

Supt., James Walter.

From Gravesend.—At 7½, 8½, 9½, and 10½ morn., and half-hourly from 10½ morn. until 7 aft., also at 8, 9, and 10 aft.

On SUNDAYS, at 7½, 8½, 9½, and 10½ morn., and half-hourly from 11 morn. until 10 aft.

From Rochester.—Every half hour from 10 morn. until 6½ aft.; also at 6½, 8, and 9 morn., 7½ 8½, and 9½ aft.

On SUNDAYS,—Every half hour from 10 morn. until 9½ aft.; also at 6½, 8, and 9 morn,

FARES, first class 1s. 4d., second 1s., third 8d.

The Medway Company's Steam Packets leave the Railway Pier for Sheerness on the arrival of the following Trains from Gravesend:—7 30 and 11 morn.; 2, 5, and 7 aft.

PLYMOUTH, EXETER, BRISTOL, GLOUCESTER, OXFORD, &c., to LONDON.—Great Western.

Supt., F. Clarke, Bristol. **Week Days only.** Supt. of Goods, Seymour Clarke, London.

SOUTH DEVON.

	From Laira.	1&2 mrn	1&2 mrn	1&2 mrn	1&2 mrn.	1&2 mrn	1,2,3 mrn.	1&2 mrn	1&2 mrn.	1,2,3 mrn.	1&2 mrn.	1,2,3 mrn.	1&2 noon	1&2 mrn.	Exp. 1&2	1&2 mrn	1 &2 aft.	1&2 aft.	1&2 aft.	1&2 mrn.	1&2 aft.	1&2 aft.	1&2 aft.
	LAIRA (2 miles from Plymouth) dep.	..	..	..	..	..	..	..	..	..	..	..	..	7 30	9 35	..	..	..	..	11 30	2 55	..	6 25
	Plympton a & d	..	..	..	..	..	..	..	..	..	..	..	..	7 35	..	..	..	..	..	11 36	..	..	6 31
	Ivy Bridge a & d	..	..	..	..	..	..	..	..	..	..	..	..	7 55	10 0	..	..	..	..	11 55	..	..	6 50
	WRANGERTON dep	..	..	..	..	..	..	..	..	..	..	..	..	8 3	10 8	..	..	..	..	12 3	3 29	..	6 58
	TOTNESS dep	..	..	..	..	..	..	..	..	..	..	..	..	8 25	10 30	..	..	..	..	12 25	3 50	..	7 20
8¾	NEWTON a & d	..	..	..	..	..	..	..	..	..	7 45	..	..	8 55	10 55	..	..	..	..	12 55	4 15	7 20	7 50
13¾	TEIGNMOUTH a & d	..	..	..	..	..	..	..	..	..	7 57	..	..	9 7	11 7	10 45	..	..	4 0	1 7	4 27	7 32	8 2
16¾	DAWLISH a & d	..	..	..	..	..	..	..	..	..	8 7	..	..	9 17	11 17	10 53	..	..	4 8	1 17	4 37	7 42	8 12
20½	Starcross a & d	..	..	..	..	..	..	..	..	..	8 18	..	..	9 28	11 28	11 3	..	..	4 18	1 28	4 48	7 53	8 23
29	EXETER arrival	..	..	..	..	..	..	..	..	..	8 40	..	..	9 50	11 50	11 25	..	..	4 40	1 50	5 10	8 15	8 50

Miles	Up Trains.	1&2 mrn	1&2 mrn	1&2 mrn	1&2 Exp. mrn.	1&2 mrn.	1,2,3 mrn.	1&2 mrn.	mail 1&2 mrn.	1,2,3 mrn.	1&2 mrn.	1&2 arn	1&2 noon	1&2 mrn.	Exp 1&2 noon	1&2 aft.	1&2 aft.	1&2 aft.	1&2 aft .	1&2 aft.	1,2,3 aft.	1&2 aft.	Mls. 1&2 aft.
	EXETER .. ..depart	..	..	..	6 30	..	..	..	..	6 35	7 0	8 0	..	10 0	12 0	..	..	1 0	..	3 15	5 30	..	9 0
8¾	Hele a & d	..	..	..	..	..	..	..	..	6 53	7 17	8 15	..	10 15	..	..	..	1 16	..	3 31	5 48	..	..
12¾	COLLUMPTON a & d	..	..	..	..	..	..	..	..	7 0	7 27	8 25	..	10 25	..	..	..	1 25	..	3 39	5 57	..	9 22
14¾	TIVERTON ROAD a & d	..	..	..	..	..	..	..	..	7 10	7 35	8 32	..	10 34	..	..	..	1 32	..	3 48	6 3	..	9 26
23¾	WELLINGTON a & d	..	..	..	..	..	..	..	..	7 35	7 55	8 52	..	10 52	..	..	..	1 52	..	4 9	6 28	..	9 48
30¾	TAUNTON a & d	..	..	..	7 8	..	..	..	..	8 15	8 10	9 6	..	11 6	12 40	..	..	2 6	..	4 21	6 45	..	10 5
42¾	BRIDGEWATER a & d	..	..	..	7 26	..	..	..	..	8 50	8 34	9 28	..	11 25	12 58	..	..	2 28	..	4 43	7 10	..	10 30
48¾	HIGHBRIDGE a & d	..	..	..	..	..	..	..	..	9 9	8 48	9 40	..	11 37	..	..	..	2 40	..	4 52	7 21	..	..
58¾	WESTON SUP. MARE.....dep.	..	..	..	..	..	..	7 0	..	8 35	8 35	9 45	..	11 40	..	..	..	2 44	..	4 57	7 29	..	..
—	.....arr	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
—	,, ...dep	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	7 47	..	..
60	Banwell ..... a & d	..	..	..	..	..	..	7 12	..	9 43	9 12	..	..	12 0	..	..	..	..	..	..	7 47	..	..
63½	YATTON, Clevedon Junc. a & d	..	..	..	..	..	..	7 20	..	9 57	9 21	10 9	..	12 7	..	..	..	3 6	..	5 22	7 57	..	..
—	CLEVEDON ...dep	..	..	..	..	..	..	7 5	..	9 5	9 5	9 50	..	11 56	..	..	..	2 47	..	5 5	7 40	..	..
—	,, ...arr	..	..	..	..	..	..	7 32	..	10 39	9 35	10 39	..	12 37	..	..	..	3 28	..	5 35	8 10	..	..
67½	Nailsea a & d	..	..	..	..	..	..	7 30	..	10 3	9 31	10 20	..	12 15	..	..	..	3 14	..	5 30	8 7	..	..
75¾	BRISTOL .....arr	..	..	..	8 8	..	..	7 50	..	10 30	9 50	10 35	..	12 30	1 40	..	..	3 35	..	5 50	8 30	..	11 40
—	,, ...dep	..	..	6 30	8 10	7 0	7 40	..	8 35	11 0	10 0	10 45	12 0	12 40	1 44	2 0	..	3 45	4 30	6 0	8 45	9 15	11 50
80¾	Keynsham a & d	..	..	6 40	..	..	7 55	..	..	11 15	10 10	10 56	12 10	..	..	2 10	..	3 54	4 40	6 10	8 55	9 25	..
82¾	Saltford ... a & d	..	..	6 46	..	..	8 0	..	..	11 20	10 16	..	12 16	..	..	2 16	..	..	4 46	..	9 1	9 31	..
85¾	Twerton a & d	..	..	6 52	..	..	8 10	..	..	11 30	10 22	..	12 22	..	..	2 22	..	..	4 52	..	9 7	9 37	..
87	BATH a & d	..	..	7 0	8 26	7 20	8 30	..	9 0	11 40	10 30	11 8	12 30	1 0	2 0	2 30	..	4 8	5 0	6 23	9 15	9 45	12 10
92	Box a & d	..	..	..	..	7 30	8 45	..	..	11 54	..	11 18	..	..	..	..	..	4 22	..	6 35	9 27	..	..
95½	Corsham a & d	..	..	..	..	..	8 57	..	9 23	12 10	..	..	..	1 22	..	..	..	4 30	..	6 43	9 41	..	..
100	CHIPPENHAM a & d	..	..	..	8 48	7 52	9 10	..	9 35	12 30	..	11 35	..	1 30	..	..	..	4 40	..	6 55	9 53	..	12 40
111	WOOTTON BASSET .. a & d	..	..	..	..	..	9 43	a.m.	9 59	1 0	..	..	..	..	..	p.m.	..	5 2	..	..	10 15	p.m	..
—	CHELTENHAM ..dep.	..	..	..	8 0	6 40	6 46	9 0	8 20	11 10	..	10 30	12 0	12 30	1 30	2 15	..	3 40	..	5 40	..	8 0	11 20
153¾	GLOUCESTER .. a & d	..	..	..	8 5	6 50	6 50	9 15	8 30	11 20	..	10 40	12 15	12 40	1 35	2 30	..	3 45	..	5 50	..	8 15	11 40
143¾	Stonehouse a & d	..	..	..	..	7 10	7 10	..	8 50	11 50	..	10 57	..	12 57	..	..	..	4 7	..	6 7	..	..	..
141¾	STROUD a & d	..	..	..	8 30	7 17	7 17	..	8 55	12 0	..	11 4	..	1 4	2 0	..	..	4 14	..	6 15	..	..	12 5
138¾	Brimscomb a & d	..	..	..	..	7 22	7 22	..	9 0	12 8	..	11 10	..	1 10	..	..	..	4 20	..	6 22	..	..	..
130¾	Tetbury Road a & d	..	..	..	..	7 47	7 47	..	9 20	12 35	..	11 35	..	1 35	2 28	..	..	4 45	..	6 48	..	..	12 40
134¾	CIRENCESTER ....dep.	..	..	..	8 35	7 37	7 37	..	9 20	11 25	..	11 25	..	1 25	..	..	..	4 35	..	6 38	..	..	..
—	.....arr	..	..	..	9 5	8 0	8 0	..	9 45	2 5	..	11 50	..	2 5	..	..	..	5 0	..	7 3	..	..	..
125	MINETY .... a & d	..	..	..	..	7 55	7 55	..	9 40	12 48	..	11 45	..	1 44	..	..	..	4 53	..	7 0	..	..	..
121	Purton ..... a & d	..	..	..	8 5	8 5	8 5	..	9 50	12 53	..	11 55	..	..	..	..	..	5 3	..	7 10	..	..	a.m
116¾	SWINDON ..... Arr	..	..	..	9 15	8 20	10 0	..	10 13	1 10	..	12 5	..	2 0	2 45	p.m	..	5 15	..	7 25	10 30	..	1 15
	JUNCTION ..... Dep	..	..	..	9 25	8 30	10 28	..	10 23	1 20	..	12 15	..	2 10	2 55	3 45	..	5 25	..	7 35	..	..	1 25
122¾	SHRIVENHAM .... a & d	..	..	..	..	8 41	10 42	..	10 35	1 37	..	12 27	..	..	..	3 57	..	5 35	..	..	..	..	..
130	FARINGDON ROAD .. a & d	..	..	..	..	8 56	11 5	..	10 50	2 5	..	..	..	2 35	..	4 13	..	..	..	7 58	..	..	1 50
148¾	WANTAGE ROAD .... a & d	..	..	..	..	..	11 27	..	..	2 16	..	..	..	..	..	..	..	..	..	..	..	..	..
—	STEVENTON ..... a & d	..	..	..	..	9 11	11 29	..	..	2 30	for down day mail.	..	..	..	..	4 27	..	6 1	..	..	..	..	2 8
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22

UP TRAINS.

		1&2 mrn	1&2 mrn	1& 2 morn	1& 2 morn	1& 2 mrn.	1,2,3 mrn.	1& 2 mrn.	Mail 1& 2 mrn.	1,2,3 mrn.	1& 2 mrn.	1& 2 aft.	1& 2 aft.	1& 2 aft.	Exp. 1& 2 aft.	1&2 aft.	1& 2 aft.	1& 2 aft.	1& 2 aft.	1& 2 aft.			1& 2 mrn.
150¾	OXFORD.....dep.	..	..	7 50	9 38	8 55	10 45	..	10 45	2 25	11 45	12 30	..	2 25	3 0	4 10	..	5 35	..	7 50	..	..	1 45
143¾	ABINGDON ROAD a&d	..	..	8 5	..	9 8	11 0	..	11 0	2 35	11 55	12 44	..	2 35	..	4 25	..	5 55	..	8 4	..	..	2 0
142¾	APPLEFORD .... a & d	..	..	8 8	..	9 13	..	..	..	2 40	..	..	..	2 40	..	4 30	..	6 0	..	..	..	..	..
140¾	DIDCOT (Junction) .. a & d	..	..	8 14	9 53	9 20	11 38	..	11 10	3 30	12 5	12 55	..	2 50	3 22	4 39	..	6 9	..	8 15	..	..	2 14
146¾	WALLINGFORD ROAD a& d	..	..	8 30	..	..	11 55	..	11 28	3 48	..	..	..	3 0	..	4 50	..	6 20	..	..	..	..	2 31
149¾	Goring a & d	..	..	8 38	..	9 38	12 4	..	..	3 51	..	..	..	..	..	4 58	..	6 26	..	..	..	..	..
152¾	PANGBOURNE . .... a & d	..	..	8 44	..	9 44	12 13	..	11 40	4 6	..	1 16	..	..	..	5 6	..	6 32	..	8 40	..	..	..
	HUNGERFORD dep	6 10	..	..	8 33	8 33	..	..	..	3 4	..	12 10	..	..	..	3 4	..	..	..	7 30	..	..	..
2¾	Kintbury..... a & d	6 18	..	..	8 41	8 41	..	..	..	3 12	..	12 18	..	..	..	3 12	..	..	..	7 38	..	..	..
8¾	NEWBURY .... a & d	6 35	..	..	8 58	8 58	..	..	..	3 29	..	12 35	..	..	..	3 29	..	..	..	7 55	..	..	..
11¾	Thatcham ..... a & d	6 45	..	..	9 8	9 8	..	..	..	3 39	..	12 45	..	..	..	3 39	..	..	..	8 5	..	..	..
14¾	Woolhampton .. a & d	6 54	..	..	9 17	9 17	..	..	..	3 48	..	12 54	..	..	..	3 48	..	..	..	8 14	..	..	..
16¾	ALDERMASTON a & d	7 0	..	..	9 23	9 23	..	..	..	3 54	..	1 0	..	..	..	3 54	..	..	..	8 20	..	..	..
20	THEALE ..... a & d	7 10	..	..	9 33	9 33	..	..	..	4 4	..	1 10	..	..	..	4 4	..	..	..	8 30	..	..	..
25¾	READING .....arr	7 25	..	..	9 48	9 48	..	..	..	4 19	..	1 25	..	..	..	4 19	..	..	..	8 45	..	..	..
158	READING..... a & d	7 30	..	8 55	..	9 53	12 30	..	11 53	4 24	..	1 30	..	3 25	..	5 20	..	6 45	..	8 50	..	..	2 55
153	TWYFORD ..... a & d	7 40	..	9 10	..	10 2	12 45	..	..	4 39	..	1 40	..	..	..	5 30	..	6 56	..	9 2	..	..	..
171¾	MAIDENHEAD ..... a & d	7 55	..	9 30	..	10 23	1 6	11 15	12 20	5 3	..	..	3 0	3 52	..	5 50	..	7 12	8 30	9 16	..	..	3 25
175¾	SLOUGH ..... a & d	8 6	9 0	9 40	..	10 40	1 21	11 25	12 30	5 18	..	2 5	3 15	4 10	..	6 0	6 30	7 23	8 45	9 25	..	..	3 35
177¾	Langley Marsh..... a & d	..	9 7	..	..	..	1 27	..	..	5 24	..	..	..	..	..	..	6 37	..	..	..	..	..	..
180¾	West Drayton ..... a & d	8 18	9 16	9 53	..	..	1 36	11 37	..	5 34	..	..	3 25	..	..	6 10	6 46	..	8 55	..	..	..	3 47
184½	Southall ..... a & d	8 28	9 25	10 3	..	..	1 48	11 46	..	5 44	..	..	3 34	..	..	6 19	6 55	..	9 5	..	..	..	..
186¾	Hanwell ..... a & d	8 33	9 30	10 9	..	..	1 54	11 51	..	5 50	..	..	3 38	..	..	6 24	7 0	..	9 10	..	..	..	..
188¾	Ealing ..... a & d	8 38	9 35	10 14	..	..	2 0	11 56	..	5 55	..	..	3 43	..	..	6 28	7 5	..	9 14	..	..	..	..
93¾	PADDINGTON .....arrival	8 55	9 50	10 30	11 0	11 15	2 15	12 15	1 10	6 13	..	2 45	4 0	4 50	4 30	6 45	7 20	8 0	9 30	10 0	..	..	4 15

DOGS.—For any distance not exceeding 20 miles, 6d.; from 20 to 50, 1s.; 50 to 100, 1s. 6d.; 100 to 150, 2s.; 150 to 200, 2s. 6d.; above 200,3 s.

SOUTH DEVON.—ON SUNDAYS.

From Exeter to Laira, at 4 15 and 6 50 morn., 12 noon, 5 20 and 5 45 aft.
From Laira to Exeter, at 7 30 and 11 30 morn., 5 10 and 6 25 aft.

Fares from London to	Express. 1st cl.	2nd cl.	1st cl.	2nd cl.	3rd cl.
Exeter	50/0	34/0	44/6	30/0	16/1
Starcross	52/0	35/5	46/6	31/5	16/9½
Dawlish	52/9	36/0	47/3	32/0	17/1
Teignmouth	53/6	36/6	48/0	32/6	17/4

Fares from London to	Express. 1st cl.	2nd cl.	1st cl.	2nd cl.	3rd cl.
Newton	54/7	37/3	49/1	33/3	17/9
Totness	56/8	38/8	51/2	34/8	18/6
Wrangerton	58/8	40/1	53/2	36/1	19/3
Laira	61/6	42/0	56/0	38/0	20/3

ON SUNDAYS.—**From Reading to Hungerford,** at 10 25 morn., and 8 32 aft.
,, **From Hungerford to Reading and London,** at 7 10 morn., and 35 aft.
FARES.—**London to Hungerford,** First class 14s., Second class 9s. 6d., Third class 5s. 1d.
,, **Hungerford to Reading,** First class 6s., Second class 4s. 3d., Third class 2s. 1d.

Sec., J. J. Kennell. **LONDON AND BLACKWALL.**—(Station, Fenchurch-street.) Supt., A. Wightman.

Trains every day to and from London and Blackwall, and the intermediate stations of Cannon-street Road, Shadwell, Stepney, Limehouse, West India Docks, and Poplar, every quarter of an hour, from 8 morn. until 10¼ aft.

Fares.—First class, 6d., second class, 4d.

On Sundays the trains cease running from 10¾ till 1, being the hours of church service.

Fast Steam Boats start for Gravesend, Greenwich, and Woolwich, frequently throughout the day.

Return Tickets issued between London and Shadwell and Stepney, and between Blackwall and Stepney, 1st class 8d., 2nd class 6d.

GREAT WESTERN.—Fares and Sunday Trains.

The strong black marks under certain arrivals shew that those trains do not proceed further.

| STATIONS. | 1, 2, 3 class | 1 & 2 class | 1 & 2 class | 1 & 2

September 1848

LONDON, SOUTHAMPTON, GOSPORT, PORTSMOUTH, AND DORCHESTER.

Sec. P. Laurentz Campbell, Nine Elms, London and South Western. Cornelius Stovin, General Manager.

Down Trains.

Miles	Down Trains.	1, 2 class mrn	1, 2 class mrn	Gov. mrn	1, 2, cls mrn	Exp. 1 & 2 mrn.	1 & 2 class mrn.	1 & 2 mail. mrn	1 2 clas aft.	1&2 clas aft.	1, 2 clas aft.	1, 2 clas aft.	1, 2 clas aft.	1, 2 exp. aft.	1, 2 clss aft.	1, 2 clss aft.	1 2 clas aft.	1, 2 clas aft.	mail. aft.	Gov. only aft.	1,2,3 chp. mrn.	1 & 2 class mrn.	1, 2 mrn.	1, 2, aft.	1, 2, aft.	1, 2, aft.	1, 2. Mail
		SUNDAY TRAINS																									
2	WATERLOO ..... depart	6 30	7 0	8 2	9 0	10 15	10 30	11 0	1230	1 0	2 30	3 0	4 30	5 0	5	5 30	6 30	8 30	8 20	9 15	10 0	10 30	2 15	5 0	8 30		
5	VAUXHALL	6 37	..	8 27	..	..	10 37	..	1237	..	2 37	..	4 37	..	..	..	6 37	..	8 27	9 22	..	10 37	2 22	5 7	..		
8	Clapham Common	6 48	..	8 39	..	..	10 48	..	1248	..	2 48	..	4 49	..	..	..	6 48	..	8 39	9 33	..	10 48	2 33	5 18	..		
10	Wimbledon	6 57	..	8 50	..	..	10 57	..	1257	..	2 57	..	5 0	..	..	..	6 57	..	8 50	9 42	..	10 57	2 42	5 28	..		
12	Malden	..	..	8 59	..	..	..	..	1 4	..	3 4	..	5 9	..	..	..	6 6	..	9 0	9 49	..	..	..	5 36	..		
15	Kingston & Hamptn.Ct...	7 10	..	9 5	9 28	..	11 10	..	1 10	1 28	3 10	..	5 15	..	5 33	6 12	7 10	9 0	9 10	9 55	10 28	11 10	2 55	5 42	9 0		
17	Esher & Claremont	7 17	..	9 16	..	..	11 17	..	1 17	..	3 17	..	5 28	..	..	6 20	7 17	9 8	9 21	10 2	..	11 17	3 2	5 50	9 8		
19	Walton	7 25	..	9 27	..	..	11 25	..	1 25	..	3 25	..	5 37	..	..	6 28	7 25	9 17	9 31	10 10	..	11 25	3 10	5 58	9 17		
	Weybridge Junction	7 30	..	9 35	9 45	..	11 30	..	1 30	..	3 30	..	5 45	..	5 50	6 35	7 30	9 25	9 45	10 15	10 45	11 30	3 15	6 5	9 25		
	Chertsey Branch. 20 Addlestone ...	7 47	..	9 52	9 52	..	11 37	..	1 37	..	3 37	..	..	..	..	..	7 37	..	..	10 22	10 22	..	11 37	3 22	6 12	..	
	22 CHERTSEY a	7 55	..	10 0	10 0	..	11 45	..	1 45	..	3 45	..	..	..	..	..	7 45	..	..	10 30	10 30	..	11 45	3 30	6 20	..	
25	Woking	..	7 51	10 5	9 55	..	11 45	11 51	1 45	1 59	3 45	3 51	6 0	..	6 4	6 50	7 45	9 40	10 5	10 30	11 0	11 45	3 30	6 20	9 40		
	31 Guildford ..... arr.	8 10	8 10	10 20	10 20	..	12 0	12 5	2 15	2 15	4 10	4 10	6 20	..	6 20	..	8 0	9 55	11 15	11 15	11 30	12 0	3 45	6 35	9 55		
33	Farnborough	..	8 11	10 4	10 19	..	..	..	12 11	..	2 19	..	4 11	..	5 45	..	..	10 0	10 40	..	11 19	..	..	6 40	10 0		
37	Fleetpond	..	..	10 55	..	..	..	..	..	..	..	..	..	..	..	7 10	..	..	10 55	..	..	..	..	..	6 47	..		
40	Winchfield	1&2	8 26	11 15	10 35	..	..	..	12 26	..	2 35	..	4 26	..	..	7 17	..	..	11 0	..	..	..	..	6 57	10 16		
48	Basingstoke	clss	8 40	11 40	1054	11 18	..	..	12 40	..	2 54	..	4 40	..	6 12	7 37	..	10 16	11 15	..	11 35	..	..	7 16	10 31		
58	Andover Road	mrn	9 6	12 15	11 21	..	..	..	1 6	..	3 21	..	5 6	..	..	7 46	..	10 31	11 40	..	11 54	..	..	7 46	10 58		
67	Winchester	7 30	9 24	12 35	11 40	..	..	..	1 24	..	3 40	..	5 24	..	6 40	8 16	..	10 58	12 15	..	12 21	..	..	7 56	11 16		
74	Bishopstoke Junction	7 45	9 40	12 50	11 55	11 55	..	..	1 40	..	3 55	..	5 40	..	6 53	8 35	..	11 16	12 35	..	12 40	..	..	8 5	11 16		
80	SOUTHAMPTON .... arr.	8 0	9 55	1 5	12 10	12 5	..	..	1 55	..	4 10	..	5 55	..	7 5	..	9 5	..	11 32	12 50	..	12 55	..	8 20	11 32		
	Gosport Branch. 74 BISHOPSTK. d	..	9 40	12 50	11 55	11 55	..	..	1 40	..	3 55	..	5 40	..	6 53	..	8 50	..	11 47	1 5	..	1 10	..	8 35	11 47		
	79 Botly&B. Wal ..	..	9 54	1 55	12 9	12 9	..	..	1 55	..	4 10	..	5 55	..	7 9	..	9 5	..	11 32	12 50	..	12 55	..	..	8 20	11 32	
	85 Fareham	..	10 6	2 10	12 21	12 21	..	..	2 10	..	4 25	..	6 10	..	7 21	..	9 20	..	11 54	1 12	..	1 12	..	8 35	11 54		
	.. Cosham	..	10 20	2 25	12 35	12 35	..	..	2 25	..	4 40	..	6 25	..	7 35	..	9 35	..	12 8	1 26	..	1 26	..	8 50	12 8		
	99 GOSPORT .. arr	..	1020	2 25	12 35	12 35	..	..	2 25	..	4 40	..	6 25	..	7 35	..	9 35	..	..	1 45	..	1 45	..	9 5	..		
	Salisbury Branch. 99 Gosport .. dep.	..	8 30	12 45	10 30	10 30	..	..	12 45	..	2 30	..	..	..	5 30	..	8 0	..	12 30	1 45	..	1 45	..	9 5	12 30		
	80 Stbmpton) only	..	9 20	1 10	11 35	11 35	..	..	1 10	..	3 35	..	..	..	..	..	9 0	..	12 48	..	9 0	..	..	5 30	12 45		
	74 Bishopstk)	..	9 40	1 40	11 55	11 55	..	..	1 40	..	3 55	..	..	..	..	..	9 30	..	1 15	12 35	..	12 35	9 30	..	1 15		
	76 Chandlersford ...	..	9 47	1 47	12 2	12 2	..	..	1 47	..	4 2	..	..	..	..	..	8 50	..	1 40	12 55	..	12 55	9 47	..	1 40		
	81 Romsey	..	10 3	2 3	12 13	12 13	..	..	2 3	..	4 18	..	..	..	7 2	..	8 57	..	..	1 4	..	1 4	..	..	..		
	85 Dunbridge	..	10 14	2 14	12 24	12 24	..	..	2 14	..	4 29	..	..	..	7 12	..	9 15	..	1 55	1 20	..	1 20	10 7	..	8 29		
	89 Dean	..	1020	2 25	12 35	12 35	..	..	2 25	..	4 40	..	..	..	7 21	..	9 26	..	..	1 31	..	1 31	10 18	..	8 45	1 55	
	98 SALISBURY ar	..	1045	2 45	12 55	12 55	..	..	2 45	..	5 0	..	..	..	7 29	..	9 40	..	..	1 45	1 & 2 class	1 45	10 30	..	8 56		
80	SOUTHAMPTON .. d	8 0	..	2 14	12 55	12 25	..	..	2 10	..	..	..	..	..	7 40	..	10 5	..	2 55	2 10	mrn.	2 10	10 50	p.m	9 10		
82	Blechynden	8 25	..	2 20	1233	12 30	..	..	2 20	..	..	..	..	..	7 15	..	..	..	12 0	..	7 30	..	..	9 35	2 55		
85	Redbridge	8 40	..	2 32	1242	12 42	..	..	2 32	..	..	..	..	..	7 21	..	..	..	..	..	7 35	..	..	6 35	..	12 0	
88	Lyndhurst Road	8 50	..	2 42	1253	12 53	..	..	2 42	..	..	..	..	..	7 31	..	..	..	..	..	7 47	..	..	6 40	..	..	
91	Beaulieu Road	9 0	..	2 52	1 4	1 4	..	..	2 52	..	..	..	..	..	7 42	..	..	..	..	..	7 52	..	..	6 52	..	..	
96	Brkhrst&Lymngn....	9 15	..	3 5	1 21	1 21	..	..	3 5	..	..	..	..	..	7 52	..	..	..	..	..	7 59	..	..	7 4	..	..	
100	Christchurch Road. ...	9 29	..	3 18	1 38	1 38	..	..	3 18	..	..	..	..	..	8 5	..	..	..	..	..	8 9	..	..	7 14	..	..	
106	Ringwood	9 44	..	3 34	1 55	1 55	..	..	3 34	..	..	..	..	..	8 19	..	..	..	12 48	..	8 25	..	..	7 32	..	12 48	
115	Wimborne	10 8	..	3 58	2 19	2 19	..	..	3 58	..	..	..	..	..	8 34	..	..	..	..	..	8 53	..	..	7 44	..	..	
121	Poole Junction	10 31	..	4 16	2 39	2 39	..	..	4 16	..	..	..	..	..	9 18	..	..	..	1 19	..	9 20	..	..	8 2	..	1 19	
																			1 45		9 20	..	..	8 30	..	1 45	
123	Poole ..... arr.	10 44	..	4 29	2 52	2 52	..	4 29	..	..	..	..	..	..	..	..	..	..	2 5	..	9 40	..	..	8 50	..	2 5	
	Poole ..... dep.	10 15	..	4 4	2 27	2 27	..	4 4	..	..	..	..	..	..	9 31	..	..	..	..	..	..	..	..	..	..	..	
126	Wareham	1046	..	4 31	2 53	2 53	..	4 31	..	..	..	..	..	..	9 6	..	..	..	..	..	9 55	..	..	9 5	..	..	
131	Wool	11 0	..	4 45	3 7	3 7	..	4 45	..	..	..	..	..	..	9 32	..	..	..	..	..	9 30	..	..	9 40	..	..	
136	Moreton	11 15	..	5	2 3	3 22	3 22	5 2	..	..	..	..	..	..	9 45	..	..	..	2 19	..	9 55	..	..	9 5	..	2 19	
141	DORCHESTER .. arr	11 30	..	5 20	3 40	3 40	..	5 20	..	..	..	..	..	..	10 1	..	..	..	..	..	10 9	..	..	9 19	..	..	
															1015	..	..	..	..	..	10 22	..	..	9 32	..	..	
																			3 0	16	10 40	..	..	9 50	..	3 0	

EXTRA on Sundays from London to Guildford, at 7¼ afternoon.
* Third class from Southampton.

For the sailings of the S. W. Steam Co. see page 116.

DORCHESTER, PORTSMOUTH, GOSPORT, SOUTHAMPTON & LONDON.—London & South Western.

Up Trains.

Miles	Up Trains.	1&2 class mrn	1, 2 clas mrn	1&2 clas mrn.	Gov. mrn.	Exp. mrn	1 & 2 class mrn.	gov only mrn.	1&2 Exp mrn.	1&2 clas aft.	1, 2 clas aft.	1, 2 clas aft.	1, 2 clas aft.	1, 2 clas aft.	1 2 clas aft.	1 2 clas aft.	1 2 clas aft.	1, 2 Mail. aft.	1, 2, mrn.	Gov only aft.	1, 2, aft.	1, 2, aft.	1, 2 aft.	1 2 aft.	1, 2 Mail.
		SUNDAY TRAINS.																							
..	DORCHESTER .. dep	..	..	..	..	..	0	6 0	..	9 40	9 40	..	..	..	2 40	..	6 45	10 15	..	6 0	6 0	..	..	..	..	
5	Moreton	..	..	..	..	..	6 12	6 12	..	9 52	9 52	..	..	..	2 53	..	6 59	10 26	..	6 14	6 14	..	..	..	6 10	10 15
10	Wool	..	..	..	..	..	6 24	6 24	..	10 4	10 4	..	..	..	3 7	..	7 13	..	..	6 28	6 28	..	..	..	6 24	10 26
15	Wareham	..	..	..	..	..	6 37	6 37	..	10 17	10 17	..	..	..	3 22	..	7 28	10 50	..	6 42	6 42	..	..	..	6 38	..
22	Poole ..... arr.	..	..	..	..	7 4	7 4	7 4	..	10 44	10 44	..	..	..	3 49	..	7 59	..	..	6 53	6 53	..	..	..	6 53	10 50
	Poole ..... dep	..	..	..	..	6 35	6 35	6 35	..	10 15	10 15	..	..	..	3 28	..	7 31	..	..	7 12	7 12	..	..	..	7 22	..
20	Poole Junction	..	..	..	..	6 50	6 50	6 50	..	10 30	10 30	..	..	..	3 37	..	7 43	11 5	..	6 44	6 44	..	..	..	6 54	..
26	Wimborne	..	..	..	..	7 12	7 12	7 12	..	10 52	10 52	..	..	..	3 57	..	8 6	11 26	..	6 58	6 58	..	..	..	7 8	11 5
35	Ringwood	..	..	..	..	7 36	7 36	7 36	..	11 17	11 17	..	..	..	4 21	..	8 35	11 51	..	7 21	7 21	..	..	..	7 31	11 25
41	ChristchurchRoad ...	..	..	..	..	7 54	7 54	7 54	..	11 34	11 34	..	..	..	4 39	..	8 53	..	..	7 50	7 50	..	..	..	8 0	11 51
50	Brkhrst&Lymngn....	..	..	..	..	8 8	8 8	8 8	..	11 48	11 48	..	..	..	4 53	..	9 7	12 18	..	8 8	8 8	..	..	..	8 18	..
53	Beaulieu Road	..	..	..	..	8 21	8 21	8 21	..	12 1	12 1	..	..	..	5 6	..	9 21	..	..	8 22	8 22	..	..	..	8 32	12 18
56	Lyndhurst Road	..	..	..	..	8 31	8 31	8 31	..	12 10	12 10	..	..	..	5 16	..	9 31	..	..	8 36	8 36	..	..	..	8 46	..
59	Redbridge	..	..	..	..	8 41	8 41	8 41	..	12 23	12 23	..	..	..	5 26	..	9 40	..	..	8 46	8 46	..	..	..	8 56	..
61	Blechynden	..	..	..	..	8 50	8 50	8 50	..	12 34	12 34	..	..	..	5 35	..	9 50	..	..	8 55	8 55	..	..	..	9 5	..
..	SOUTHAMPTON arr	..	..	..	..	9 0	9 0	9 0	..	12 45	12 45	..	..	..	5 45	..	10 0	1 10	..	9 5	9 5	..	..	..	9 15	..
..	SALISBURY .. dep	..	..	6 0	..	8 15	8 15	8 15	10 0	12 0	12 0	..	2 0	..	5 0	..	..	10 20	..	8 30	8 30	..	5 0	..	9 15	..
..	Dean	..	..	6 15	..	8 30	8 30	8 30	10 20	12 20	12 20	..	2 20	..	5 20	..	..	..	..	8 50	8 50	..	5 20	..	..	10 20
..	Dunbridge	..	..	6 27	..	8 45	8 45	8 45	10 32	12 30	12 30	..	2 30	..	5 32	..	..	..	..	9 2	9 2	..	5 32	..	..	..
..	Romsey	..	..	6 38	..	8 55	8 55	8 55	10 43	12 40	12 40	..	2 40	..	5 43	..	..	10 52	..	9 13	9 13	..	5 43	..	..	..
..	Chandlersford	..	..	6 51	..	9 8	9 8	9 8	..	..	..	..	2 53	..	5 57	..	..	..	..	9 27	9 27	..	..	..	..	10 52
..	Bishopstoke ... arr	..	..	7 45	..	9 40	9 18	9 40	11 15	1 40	1 40	..	3 15	..	6 15	..	..	11 32	..	9 40	9 40	..	6 15	..	..	11 32
..	Southampton .. „	..	..	8 0	..	9 40	9 40	9 55	11 30	1 55	1 55	..	3 30	..	6 30	..	..	11 47	..	10 0	10 0	..	6 30	..	..	11 47
..	Gosport ..... „	..	..	..	..	10 20	10 20	1020	12 35	2 25	2 25	..	4 40	..	7 35	..	..	12 30	..	10 35	1035	..	9 5	..	..	12 30
..	GOSPORT ..... dep.	..	..	6 20	..	8 40	8 40	8 40	10 30	12 30	12 30	..	2 30	..	5 30	..	..	12 48	..	9 0	9 0	..	5 30	..	..	10 48
..	Cosham ..... dep.	..	..	6 32	..	8 51	8 51	8 51	10 42	12 41	12 41	..	2 42	..	5 42	..	..	..	..	9 12	9 12	..	5 42	..	..	..
..	Fareham	..	..	6 44	..	9	9	9	10 54	12 50	12 50	..	2 54	..	5 54	..	..	1 13	..	9 24	9 24	..	5 54	..	..	..
..	Botley & Bp Walmsd	..	..	7 1	..	9 23	9 31	1015	11 11	1 8	1 21	..	3 11	..	6 11	..	..	1 36	..	9 41	1015	..	6 11	..	..	1 36
..	Bishopstoke .... arr	..	..	..	..	9 15	9 20	10 0	11 0	1 0	1 10	..	3 0	..	6 0	..	..	1 25	..	9 30	10 0	..	6 0	..	..	1 25
..	SOUTHAMPTON .... dep.	..	..	6 50	..	9 15	9 20	10 0	11 0	1 0	1 10	..	3 0	..	6 0	..	..	1 25	..	9 30	10 0	..	6 0	..	..	1 25
..	Winchester	..	..	7 1	..	9 23	9 31	1015	11 11	1 8	1 21	..	3 11	..	6 11	..	..	1 36	..	9 41	1015	..	6 11	..	..	1 36
..	Andover Road	..	..	7 40	..	9 33	9 53	1040	11 30	..	1 40	..	3 30	..	6 30	..	..	1 55	..	10 3	1040	..	6 30	..	..	1 36
..	Basingstoke	..	..	8 1	..	..	10 17	1110	11 50	..	2 0	..	3 50	..	6 50	..	..	2 15	..	10 27	1110	..	6 50	..	..	1 55
..	Winchfield	..	..	8 18	..	10 5	10 41	1140	12 11	1 45	2 21	..	4 11	..	7 11	..	..	2 36	..	10 51	1140	..	7 11	..	..	2 15
..	Fleetpond	..	..	..	..	..	10 59	12 0	12 28	..	2 38	..	4 28	..	7 28	..	..	2 53	..	11 9	1159	..	7 28	..	..	2 36
..	Farnborough	..	..	8 35	..	1028	11 17	1218	1230	12 45	2 55	..	4 45	..	7 42	..	..	3 10	..	11 27	1230	..	7 42	..	1 2	2 53
..	Guildford	7 15	8 15	8 40	8 40	..	..	1240	12 40	..	3 14	3 40	5 0	7 40	7 40	..	..	..	8 15	11 30	1240	6 30	7 40	6 0	7 40	..
..	Woking Junction	7 30	8 30	8 54	9 15	..	11 35	1255	1 0	..	3 55	5 0	5 15	8 0	8 15	..	3 25	..	8 30	11 45	1255	6 45	8 0	6 15	8 15	3 25
	Chertsey Branch. CHERTSEY dep.	7 20	..	8 45	8 45	..	11 15	1 0	..	3 20	3 10	..	5 10	..	8 10	..	..	..	8 25	11 15	1 0	6 40	..	..	8 10	..
	Addlestone	7 25	..	8 50	8 50	..	11 20	1 5	..	3 15	3 15	..	5 15	..	8 15	..	..	..	8 30	11 20	1 5	6 45	..	..	8 15	..
..	Weybridge Junction	7 42	8 42	9 6	9 27	..	11 48	1 16	..	3 26	4 7	..	5 27	..	8 27	..	3 39	8 42	11 58	1 16	6 57	..	6 27	8 27	3 39	
..	Walton	7 48	8 48	..	9 33	..	11 55	1 23	..	..	4 13	..	5 33	..	8 33	..	..	8 48	12 5	1 23	7 3	..	6 33	8 33	..	
..	Esher and Claremont ..	7 55	8 55	..	9 40	..	12 3	1 33	..	..	4 20	..	5 40	..	8 40	..	3 47	8 55	12 13	1 33	7 10	..	6 40	8 40	3 47	
..	Kingston & Hamptn.Ct..	8	9 5	9 35	9 50	..	12 12	1 43	..	3 45	4 30	..	5 50	8 30	8 50	..	4 0	9 5	12 22	1 43	7 20	8 30	6 50	8 50	4 0	
..	Malden	..	9 10	..	9 57	..	..	1 51	..	..	..	..	5 57	..	8 57	..	..	9 10	..	1 51	..	..	7	8 57	..	
..	Wimbledon	8 16	9 16	..	10 3	..	12 29	2 0	..	..	4 41	..	6 3	..	9 3	..	..	9 16	12 39	2 0	7 31	..	7 1	9 3	..	
..	Clapham Common.....	8 24	9 24	..	10 11	..	12 39	2 10	..	..	4 49	..	6 11	..	9 11	..	..	9 24	12 49	2 10	7 39	..	7 9	9 11	..	
..	VAUXHALL	8 35	9 35	..	10 20	..	12 49	2 20	..	..	5 0	..	6 20	..	9 20	..	..	9 35	12 59	2 20	7 50	..	7 20	9 20	..	
..	WATERLOO ..... arr	8 45	9 45	10 5	10 30	1115	1 5	2 30	1 55	2 50	4 15	5 10	5 55	6 30	9 0	9 30	..	4 30	9 45	1 15	2 30	8 0	9 0	7 30	9 30	4 30

* Third class to Southampton only.

September 1848

LONDON, SOUTHAMPTON, GOSPORT, PORTSMOUTH, AND DORCHESTER.

Sec. P. Laurentz Campbell, Nine Elms, London and South Western. Cornelius Stovin, General Manager.

Miles	Down Trains.	1, 2 class mrn	1, 2 class mrn	Gov. mrn	1, 2, cls mrn	Exp. 1 & 2 mrn.	1 & 2 class mrn.	1 & 2 mail. mrn	1 & 2 class aft.	1 & 2 class aft.	1, 2 class aft.	1, 2 class aft.	1, 2 class exp. aft.	1, 2 class aft.	1, 2 class aft.	1, 2 class aft.	1, 2 class aft.	mail. aft.	SUNDAY TRAINS Gov. only	1,2,3 chp. mrn.	1 & 2 class mrn.	1, 2 mrn.	1, 2, aft.	1,2,3 aft.	1, 2. Mail	
—	WATERLOO .....depart	6 30	7 0	8 2	9 0	10 15	10 30	11 0	1230	1 0	2 30	3 0	4 30	5 0	5 5	5 30	6 30	8 30	8 20	9 15	10 0	10 30	2 15	5 0	8 30	
2	VAUXHALL	6 37	..	8 27	..	..	10 37	..	1237	..	2 37	..	4 37	..	..	5 37	6 37	..	8 27	9 22	..	10 37	2 22	5 7	..	
5	Clapham Common	6 48	..	8 39	..	..	10 48	..	1248	..	2 48	..	4 49	..	..	5 48	6 48	..	8 39	9 33	..	10 48	2 33	5 18	..	
8	Wimbledon	6 57	..	8 50	..	..	10 57	..	1257	..	2 57	..	5 0	..	..	5 58	6 57	..	8 50	9 42	..	10 57	2 42	5 28	..	
10	Malden	..	..	8 59	..	..	..	..	1 4	..	3 4	..	5 9	..	..	6 6	..	..	9 0	9 49	..	..	..	5 36	..	
12	Kingston & Hamptn.Ct..	7 10	..	9 5	9 28	..	11 10	..	1 10	1 28	3 10	..	5 15	..	5 33	6 12	7 10	9 0	9 10	9 55	10 28	11 10	2 55	5 42	9 0	
15	Esher & Claremont	7 17	..	9 16	..	..	11 17	..	1 17	..	3 17	..	5 26	..	..	6 20	7 17	9 8	9 24	10 2	..	11 17	3 2	5 50	9 8	
17	Walton	7 25	..	9 27	..	..	11 25	..	1 25	..	3 25	..	5 35	..	..	6 28	7 25	9 17	9 31	10 10	..	11 25	3 10	5 58	9 17	
19	Weybridge Junction	7 30	..	9 35	9 45	..	11 30	..	1 30	..	3 30	..	5 45	..	5 50	6 35	7 30	9 25	9 45	10 15	10 45	11 30	3 15	6 5	9 25	
	Chertsey Bch { 20 Addlestone ..	7 47	..	9 52	9 52	..	11 37	..	1 37	..	3 37	..	..	..	..	..	7 37	..	10 22	10 22	..	11 37	3 22	6 12	..	
	22 CHERTSEY ..	7 55	..	10 0	10 0	..	11 45	..	1 45	..	3 45	..	..	..	..	..	7 45	..	10 30	10 30	..	11 45	3 30	6 20	..	
25	Woking	..	7 51	10 5	9 55	..	11 45	11 51	1 45	1 59	3 45	3 51	6 0	..	6 4	6 50	7 45	9 40	10 5	10 35	11 0	11 45	3 30	6 20	9 40	
	31 Guildford ..... arr.	8 10	8 10	10 20	10 20	..	12 0	..	2 15	2 15	4 10	4 10	6 20	..	6 20	..	8 0	9 55	11 15	11 15	11 15	12 0	3 45	6 35	9 55	
33	Farnborough	..	8 11	10 4	10 19	..	..	12 11	..	2 19	..	4 11	..	5 45	..	7 10	..	10 6	10 40	..	11 19	..	..	6 40	10 0	
37	Fleetpond	..	..	10 55	..	..	..	..	..	..	..	..	..	..	..	7 17	..	..	10 55	..	..	..	..	6 47	..	
40	Winchfield	1&2	8 25	11 15	10 35	..	..	12 26	..	2 35	..	4 26	..	..	..	7 37	..	10 16	11 15	..	11 35	..	..	6 57	10 16	
48	Basingstoke	clss	8 40	11 40	10 54	11 18	..	12 40	..	2 54	..	4 40	..	6 12	..	7 46	..	10 31	11 40	..	11 54	..	..	7 10	10 31	
58	Andover Road	mrn	9 6	12 15	11 21	..	..	1 6	..	3 21	..	5 6	..	..	..	8 16	..	10 58	12 15	..	12 21	..	..	7 46	10 58	
67	Winchester	7 30	9 24	12 35	11 40	..	..	1 24	..	3 40	..	5 24	..	6 40	..	8 35	..	11 16	12 35	..	12 40	..	..	8 5	11 16	
74	Bishopstoke Junction	7 45	9 40	12 50	11 55	11 55	..	1 40	..	3 55	..	5 40	..	6 53	..	8 50	..	11 32	12 50	..	12 55	..	..	8 20	11 32	
80	SOUTHAMPTON .... arr.	8 0	9 55	1 5	12 10	12 5	..	1 55	..	4 10	..	5 55	..	7 5	..	9 5	..	11 47	1 5	..	1 10	..	..	8 35	11 47	
	Gosp. Bch. { 74 BISHOPSTK. d	..	9 40	12 50	11 55	11 55	..	1 40	..	3 55	..	5 40	..	6 53	..	8 50	..	11 32	12 50	..	12 55	..	..	8 20	11 32	
	79 Botly&B. Wal ..	..	9 54	1 55	12 9	12 9	..	1 55	..	4 10	..	5 55	..	7 9	..	9 5	..	11 54	1 12	..	1 12	..	..	8 35	11 54	
	85 Fareham	..	10 6	2 10	12 21	12 21	..	2 10	..	4 25	..	6 10	..	7 21	..	9 20	..	12 8	1 26	..	1 26	..	..	8 50	12 8	
	.. Cosham	..	10 20	2 25	12 35	12 35	..	2 25	..	4 40	..	6 25	..	7 35	..	9 35	..	..	1 45	..	1 45	..	..	9 5	..	
	90 GOSPORT .. arr	..	10 20	2 25	12 35	12 35	..	2 25	..	4 40	..	6 25	..	7 35	..	9 35	..	12 30	1 45	..	1 45	..	..	9 5	12 30	
	Salisbury Branch. { 90 Gosport .. { dep.	..	8 30	12 45	10 30	10 30	..	12 45	..	2 30	..	..	..	5 30	..	8 0	..	12 48	..	..	..	9 0	..	5 30	12 48	
	80 Stubpton { only	..	9 20	1 10	11 35	11 35	..	1 10	..	3 35	..	..	..	9 30	..	1 15	12 35	..	..	..	12 35	9 30	..	5 30	1 15	
	74 Bishopstk }	..	9 40	1 40	11 55	11 55	..	1 40	..	3 55	..	..	..	8 50	..	1 40	12 55	..	..	..	12 55	9 47	..	8 20	1 40	
	76 Chandlersford ..	..	9 47	1 47	12 2	12 2	..	1 47	..	4 2	..	..	..	7 2	..	8 57	..	..	1 4	..	1 4	..	..	8 29	..	
	81 Romsey	..	10 3	2 3	12 13	12 13	..	2 3	..	4 18	..	..	..	7 12	..	9 15	..	1 55	1 20	..	1 20	10 7	..	8 45	1 55	
	85 Dunbridge	..	10 14	2 14	12 24	12 24	..	2 14	..	4 29	..	..	..	7 21	..	9 26	..	..	1 31	1 & 2	1 31	10 18	..	8 56	..	
	89 Dean	..	10 20	2 25	12 35	12 35	..	2 25	..	4 40	..	..	..	7 29	..	9 40	..	..	1 45	class	1 45	10 30	..	9 10	..	
	93 SALISBURY ar	..	10 45	2 45	12 55	12 55	..	2 45	..	5 0	..	..	..	7 40	..	10 0	..	2 55	2 10	mrn.	2 10	10 50	p.m	9 35	2 55	
80	SOUTHAMPTON .. d	8 0	..	2 15	12 25	12 25	..	2 15	..	..	..	..	..	7 15	..	..	..	12 0	..	..	7 30	..	..	6 35	..	12 0	
82	Blechynden	8 25	..	2 20	12 33	12 30	..	2 20	..	..	..	..	..	7 21	..	..	..	..	..	..	7 35	..	..	6 40	..	..	
85	Redbridge	8 40	..	2 32	12 42	12 42	..	2 32	..	..	..	..	..	7 32	..	..	..	..	..	..	7 47	..	..	6 52	..	..	
88	Lyndhurst Road	8 50	..	2 42	12 53	12 53	..	2 42	..	..	..	..	..	7 42	..	..	..	..	..	..	7 57	..	..	7 4	..	..	
91	Beaulieu Road	9 0	..	2 52	1 4	1 4	..	2 52	..	..	..	..	..	7 52	..	..	..	..	..	..	8 9	..	..	7 14	..	..	
96	Brkhrst&Lymngn...	9 15	..	3 5	1 21	1 21	..	3 5	..	..	..	..	..	8 5	..	..	..	12 48	..	..	8 25	..	..	7 32	..	12 48	
100	ChristchurchRoad.	9 29	..	3 18	1 38	1 35	..	3 18	..	..	..	..	..	8 19	..	..	..	..	..	..	8 36	..	..	7 44	..	..	
106	Ringwood	9 44	..	3 34	1 55	1 55	..	3 34	..	..	..	..	..	8 34	..	..	..	1 19	..	..	8 53	..	..	8 2	..	1 19	
115	Wimborne	10 8	..	3 58	2 19	2 19	..	3 58	..	..	..	..	..	8 58	..	..	..	1 45	..	..	9 20	..	..	8 30	..	1 45	
121	Poole Junction	10 31	..	4 16	2 39	2 39	..	4 16	..	..	..	..	..	9 18	..	..	..	2 5	..	..	9 40	..	..	8 50	..	2 5	
123	Poole { ..... arr.	10 44	..	4 29	2 52	2 52	..	4 29	..	..	..	..	..	9 31	..	..	..	..	..	..	9 55	..	..	9 5	..	..	
	..... dep.	10 15	..	4	2 27	2 27	..	4 4	..	..	..	..	..	9 6	..	..	..	..	..	..	9 30	..	..	8 40	..	..	
126	Wareham	10 46	..	4 31	2 53	2 53	..	4 31	..	..	..	..	..	9 22	..	..	..	2 19	..	..	9 55	..	..	9 5	..	2 19	
131	Wool	11 0	..	4 45	3 7	3 7	..	4 45	..	..	..	..	..	9 45	..	..	..	..	..	..	10 9	..	..	9 19	..	..	
136	Moreton	11 15	..	5	2 3	3 22	..	5 2	..	..	..	..	..	10 1	..	..	..	..	..	..	10 22	..	..	9 32	..	..	
141	DORCHESTER .. arr	11 30	..	5	20	3 40	..	5 20	..	..	..	..	..	10 15	..	..	..	3 0	..	..	10 40	..	..	9 50	..	3 0	

SUNDAY TRAINS

EXTRA on Sundays from London to Guildford, at 7¼ afternoon.

* Third class from Southampton.

For the sailings of the S. W. Steam Co. see page 116.

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DORCHESTER, PORTSMOUTH, SOUTHAMPTON & LONDON.—London & South Western.

Miles	Up Trains.	1&2 class mrn	1, 2 class mrn	1&2 class mrn.	Exp. mrn	1,2 class mrn.	gov only mrn	1&2 class mrn.	1&2 Exp mrn.	1&2 class mrn.	1, 2 class aft.	1, 2 class aft.	1, 2 class aft.	1, 2 class aft.	1, 2 class aft.	1&2 class aft.	Ml. aft.	SUNDAY TRAINS 1, 2. mrn.	1, 2 mrn.	Gov only	1, 2. aft.	1, 2 aft.	1,2,3 aft.	1 2 aft.	1 2 Ml.	
..	DORCHESTER .. dep	..	..	..	..	..	6 0	..	9 40	9 40	..	..	..	2 40	..	6 45	10 15	..	6 0	6 0	..	..	..	6 10	10 15	
5	Moreton	..	..	..	..	6 12	6 12	..	9 52	9 52	..	..	..	2 53	..	6 59	10 26	..	6 14	6 14	..	..	..	6 24	10 26	
10	Wool	..	..	..	6 22	6 24	6 24	..	10 4	10 4	..	..	..	3 7	..	7 13	..	..	6 28	6 28	..	..	..	6 38	..	
15	Wareham	..	..	..	6 37	6 37	6 37	..	10 17	10 17	..	..	..	3 22	..	7 28	10 50	..	6 42	6 42	..	..	..	6 53	10 50	
22	Poole { ..... arr.	..	..	..	7 4	7 4	7 4	..	10 44	10 44	..	..	..	3 49	..	7 59	..	..	7 12	7 12	..	..	..	7 22	..	
	..... dep	..	..	..	6 35	6 35	6 35	..	10 15	10 15	..	..	..	3 24	..	7 31	..	..	6 44	6 44	..	..	..	6 54	..	
20	Poole Junction	..	..	..	6 50	6 50	6 50	..	10 30	10 30	..	..	..	3 37	..	7 43	11 5	..	6 58	6 58	..	..	..	7 8	11 5	
26	Wimborne	..	..	..	7 12	7 12	7 12	..	10 52	10 52	..	..	..	3 57	..	8 6	11 26	..	7 21	7 21	..	..	..	7 31	11 25	
35	Ringwood	..	..	..	7 36	7 36	7 36	..	11 17	11 17	..	..	..	4 21	..	8 35	11 51	..	7 50	7 50	..	..	..	8 0	11 51	
41	ChristchurchRoad	..	..	..	7 54	7 54	7 54	..	11 34	11 34	..	..	..	4 39	..	8 53	..	..	8 8	8 8	..	..	..	8 18	..	
45	Brkhrst&Lymngn ...	..	..	..	8 8	8 8	8 8	..	11 48	11 48	..	..	..	4 53	..	9 7	12 18	..	8 22	8 22	..	..	..	8 32	12 18	
50	Beaulieu Road	..	..	..	8 21	8 21	8 21	..	12 1	12 1	..	..	..	5 6	..	9 21	..	..	8 36	8 36	..	..	..	8 46	..	
53	Lyndhurst Road	..	..	..	8 31	8 31	8 31	..	12 10	12 10	..	..	..	5 16	..	9 31	..	..	8 46	8 46	..	..	..	8 56	..	
56	Redbridge	..	..	..	8 41	8 41	8 41	..	12 23	12 23	..	..	..	5 26	..	9 40	..	..	8 55	8 55	..	..	..	9 5	..	
59	Blechynden	..	..	..	8 50	8 50	8 50	..	12 34	12 34	..	..	..	5 35	..	9 50	..	..	9 5	9 5	..	..	..	9 15	..	
61	SOUTHAMPTON arr	..	..	..	9 0	9 0	9 0	..	12 45	12 45	..	..	..	5 45	..	10 0	1 10	..	9 15	9 15	..	..	..	9 25	1 10	
..	Salisbury Branch. { SALISBURY .. dep	..	..	6 0	..	8 15	8 15	8 15	10 0	12 0	12 0	..	2 0	5 0	..	..	10 20	..	8 30	8 30	..	5 0	..	..	10 20	
..	Dean	..	..	6 15	..	8 30	8 30	8 30	10 20	12 20	12 20	..	2 20	5 20	..	..	..	..	8 50	8 50	..	5 20	..	..	..	
..	Dunbridge	..	..	6 27	..	8 45	8 45	8 45	10 32	12 30	12 30	..	2 30	5 32	..	..	..	..	9 2	9 2	..	5 32	..	..	..	
..	Romsey	..	..	6 38	..	8 55	8 55	8 55	10 43	12 40	12 40	..	2 40	5 43	..	..	10 52	..	9 13	9 13	..	5 43	..	..	10 52	
..	Chandlersford	..	..	6 51	..	9 8	9 8	9 8	..	..	..	..	2 53	5 57	..	..	..	..	9 27	9 27	..	..	..	..	..	
..	Bishopstoke ....arr	..	..	7 45	..	9 40	9 18	9 40	11 15	1 40	1 40	..	3 15	6 15	..	..	11 32	..	9 40	9 40	..	6 15	..	..	11 32	
..	Southampton .. „	..	..	8 0	..	9 40	9 40	9 55	11 30	1 55	1 55	..	3 30	6 30	..	..	11 47	..	10 0	10 0	..	6 30	..	..	11 47	
..	Gosport ..... „	..	..	..	10 20	10 20	10 20	12 35	2 25	2 25	..	..	4 40	7 35	..	..	12 30	..	10 35	10 35	..	9 5	..	..	12 30	
..	Gospt. Bnch. { GOSPORT .... dep.	..	..	6 20	..	8 40	8 40	8 40	10 30	12 30	12 30	..	2 30	5 30	..	..	12 48	..	9 0	9 0	..	5 30	..	..	10 48	
..	Cosham ..... dep.	..	..	6 20	..	8 40	8 40	8 40	10 30	12 30	12 30	..	2 30	5 30	..	..	..	..	9 0	9 0	..	5 30	..	..	..	
..	Fareham	..	..	6 32	..	8 51	8 51	8 51	10 42	12 41	12 41	..	2 42	5 42	..	1 0	..	..	9 12	9 12	..	5 42	..	1 0	..	
..	Botley&BpWalmsd	..	..	6 44	..	9 0	9 0	9 0	10 54	12 50	12 50	..	2 54	5 54	..	1 10	..	..	9 24	9 24	..	5 54	..	1 12	..	
..	Bishopstoke .... arr	..	..	7 1	..	9 23	9 31	1015	11 11	1 8	1 21	..	3 11	6 11	..	1 36	..	..	9 41	1015	..	6 11	..	1 36	..	
..	SOUTHAMPTON .... dep.	..	..	6 50	..	9 15	9 20	10 0	11 0	1 0	1 10	..	3 0	6 0	..	..	1 25	..	9 36	10 0	..	6 0	..	..	1 25	
..	Bishopstoke	..	..	7 1	..	9 23	9 31	1015	11 11	1 8	1 21	..	3 11	6 11	..	..	1 36	..	9 41	1015	..	6 11	..	..	1 36	
..	Winchester	..	..	7 20	..	9 33	9 53	1040	11 30	..	1 40	..	3 30	6 30	..	..	1 55	..	10 3	1040	..	6 30	..	..	1 55	
..	Andover Road	..	..	7 40	..	10 17	1110	11 50	..	2 0	2 0	..	3 50	6 50	..	..	2 15	..	10 27	1110	..	6 50	..	..	2 15	
..	Basingstoke	..	..	8 1	..	10 5	10 41	1140	12 11	1 45	2 21	..	4 11	7 11	..	..	2 36	..	10 51	1140	..	7 11	..	..	2 36	
..	Winchfield	..	..	8 18	..	..	10 59	12 0	12 28	..	2 38	..	4 28	7 28	..	..	2 53	..	11 9	12 0	..	7 28	..	1 2	2 53	
..	Fleetpond	..	..	..	..	..	..	1218	..	..	..	..	..	..	..	..	..	..	..	1218	..	..	..	clss	..	
..	Farnborough	..	..	8 35	..	1028	11 17	1230	12 45	..	2 55	..	4 45	..	7 42	..	3 10	..	11 27	1230	..	7 42	..	aft	3 10	
..	Guildford	7 15	8 15	8 40	8 40	..	..	1240	12 40	..	..	3 40	..	5 0	7 40	7 40	..	8 15	11 30	1240	6 30	7 40	6 0	7 40	..	
..	Woking Junction	7 30	8 30	8 54	9 15	..	11 35	1255	1 0	..	3 14	3 55	5 0	5 15	8 0	8 15	..	3 25	8 30	11 45	1255	6 45	8 0	6 15	8 15	3 25
..	Chertsey Bch { CHERTSEY dep.	7 20	..	8 45	8 45	..	11 15	1 0	..	..	3 20	3 10	..	5 10	..	8 10	..	..	8 25	11 15	1 0	6 40	..	8 10	..	
..	Addlestone	7 25	..	8 50	8 50	..	11 20	1 5	..	..	3 15	3 15	..	5 15	..	8 15	..	..	8 30	11 20	1 5	6 45	..	8 15	..	
..	Weybridge Junction	7 42	8 42	9 6	9 27	..	11 48	1 16	..	..	3 26	4 7	..	5 27	..	8 27	..	3 39	8 42	11 58	1 16	6 57	..	6 27	8 27	3 39
..	Walton	7 48	8 48	..	9 33	..	11 55	1 23	..	..	..	4 13	..	5 33	..	8 33	..	..	8 48	12 5	1 23	7 3	..	6 33	8 33	
..	Esher and Claremont	7 55	8 55	..	9 40	..	12 3	1 33	..	..	..	4 20	..	5 40	..	8 40	..	3 47	8 55	12 13	1 33	7 10	..	6 40	8 40	3 47
..	Kingston & Hamptn.Ct..	8 5	9 5	9 35	9 50	..	12 12	1 43	..	..	3 45	4 30	..	5 50	8 30	8 50	..	4 0	9 5	12 22	1 43	7 20	8 30	6 50	8 50	4 0
..	Malden	..	9 10	..	9 57	..	..	1 51	..	..	..	..	..	5 57	..	8 57	..	..	9 10	..	1 51	..	..	7 0	8 57	..
..	Wimbledon	8 16	9 16	..	10 3	..	12 29	2 0	..	..	..	4 41	..	6 3	..	9 3	..	..	9 16	12 39	2 0	7 31	..	7 1	9 3	..
..	Clapham Common	8 24	9 24	..	10 11	..	12 39	2 10	..	..	..	4 49	..	6 11	..	9 11	..	..	9 24	12 49	2 10	7 39	..	7 9	9 11	..
..	VAUXHALL	8 35	9 35	..	10 20	..	12 49	2 20	..	..	..	5 0	..	6 20	..	9 20	..	..	9 35	12 59	2 20	7 50	..	7 20	9 20	..
..	WATERLOO ..... arr	8 45	9 45	10 5	10 30	1115	1 5	2 30	1 55	2 50	4 15	5 10	5 55	6 30	9 0	9 30	..	4 30	9 45	1 15	2 30	8 0	9 0	7 30	9 30	4 30

SUNDAY TRAINS

* Third class to Southampton only.

13

GOSPORT AND SOUTHAMPTON BRANCH—London and South Western.

Miles.	Down Trns.	Week Days. 1,2,3 chp.	1, 2 clss.	1 &2 clss.	1 &2 clss.	1 &2 clss.	1,2,3 chp.	Sundays 1 & 2 class	1, 2, 3 chp.	1, 2, 3 clss	1,2,3 chp.
		morn	morn	aft.	aft.	aft.	aft.	morn	aft.	aft.	aft.
	Southamptn	9 40	11 35	1 10	3 35	5 20	7 45	9 30	12 45	8 15	
6	Bishopstoke ..	10 0	11 55	1 40	3 55	5 40	8 5	9 45	1 5	8 35	
11½	Botley & B. W.	10 14	12 9	1 55	4 10	5 55	8 20	9 59	1 22	8 50	
17	Fareham	10 26	12 21	2 10	4 25	6 10	8 35	10 18	1 36	9 5	
22	**Gosport ....**	10 40	12 35	2 25	4 40	6 25	8 50	10 35	1 55	9 20	

Up Trains	Week Days. 1&2 clss.	1, 2, 3 chp.	1 & 2 class.	1 & 2 class.	1 &2 clss.	1 &2 clss.	1 2 3 chp.	Sunday 1, 2, 3 chp.	1 & 2 class.	1, 2, 3 chp.
	mrn	morn	morn	aft.	aft.	aft.	aft.	morn	aft.	aft.
Gosport ..	6 20	8 40	10 30	12 45	2 30	5 30	7 20	9 0	5 30	6 30
Fareham	6 32	8 51	10 42	12 59	2 42	5 42	7 32	9 12	5 42	6 44
Botley & B. W	6 44	9 0	10 54	1 26	2 54	5 54	7 44	9 24	5 54	7 11
Bishopstoke..	6 58	9 15	11 8	1 40	3 8	6 8	8 0	9 40	6 8	7 25
Southampt	8 0	9 40	11 30	1 55	3 30	6 30	8 20	10 0	6 30	7 40

SOUTH WESTERN STEAM PACKETS.—Arrangements have been made by which luggage will be removed from the South Western Company's Steam Packets to the Custom House at Havre, free of all charge. Porters appointed by the Company will be in attendance at the Custom House, to assist in uncording and cording the packages, and to take them either to the Railway, or to any hotel in the town. The charge for this latter service is fixed at 50 centimes for trunks, Portmanteaus, and other large articles; and 25 centimes for a bag, hat box, &c.

Steam Boats convey passengers to and from Waterloo Bridge, from and to Old Swan Pier, Old Shades Pier, Upper Thames-street, Southwark, and Blackfriars, Temple Pier, Hungerford Market, Westminster Bridge, Lambeth Palace, and Chelsea. Fare 2d.

BRIGHTON, LEWES, AND NEWHAVEN BRANCH.—London and Brighton.

Down.	Week Days. 1 2& Parl	1, 2, 3 class.	1 2 3 clss	1&2 clss	1 2 3 clss	1&2 clss	Sunday. 1 2& Parl	1, 2, 3 class	1 2 3 clss	1 2 3 clss	1 2 3 clss	1 2 3 clss
	mrn	morn	aft.	aft.	aft.	aft.	m n	morn	aft.	aft.	aft.	aft.
Brighton ..	8 40	11 20	2 10	3 30	6 35	8 45	8 45	10 0	2 0	7 0	9 0	
Falmer	8 47	..	2 18	..	6 42	..	8 52	..	..	7 7	..	
Lewes	9 15	11 40	2 35	3 55	6 55	9 5	9 10	10 25	2 25	7 20	9 25	
Newhaven	9 30	12 5	..	4 10	7 20	..	..	11 45	2 45	7 45	..	

Up.	Week Days. 1 2 3 clss	1 & 2 clss.	1&2 clss	1&2 clss	1 2& Parl	1&2 clss	Sunday. 1 2 3 clss	1 2 3 class	1 2 3 class	1 2& Parl	1 2 3 class
	mrn	morn	aft.	aft.	aft.	aft.	mrn	morn	aft.	aft.	aft.
Newhaven	8 0	10 30	1 30	..	5 15	..	7 15	..	1 30	5 40	..
Lewes	9 0	11 0	2 0	3 0	6 5	7 40	8 40	10 0	2 0	6 10	8 0
Falmer	9 8	..	..	..	6 15	..	8 48	..	..	6 18	..
Brighton	9 25	11 25	2 25	3 25	6 25	8 0	9 0	10 20	2 20	6 30	8 30

Extra Trains—From Brighton to Lewes at 4½ aft.; from Lewes at 9 10 aft.

On Sundays the 8¾ morn. and 7 aft. Down Trains go through to Hastings; and the 7 40 morn. and 6 10 aft. Up Trains start from Hastings.

Excursion Tickets will be issued on Sundays at London, New Cross, and Croydon by the 8 morn. Down trains, entitling passengers to return from Brighton by the 6½ aft. Up train for London, New Cross, and Croydon, at 10s., 7s. 6d., and 5s., for the respective classes. Passengers may exchange an Excursion Ticket for one of a higher class on payment of the difference of fare—2s. 6d. and 5s. respectively.

These Fares not to be depended upon.—a revision being made.

Albinus Martin, Res. Engineer. **TABLE OF FARES.—London & South Western.** { J. V. Gooch, Supt. Loc. Department. / Alfred Morgan, Treasurer.

From London.

Mls	STATIONS.	Express. 1cls	2cls	Ordinary 1cls	2cls	3cls	Double 1cls	2cls	Car age.	1 Ho.	2 Ho.	3 Ho.
		s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
2	Vauxhall	..	..	0 4	0 3	0 2	0 6	0 4	..	..	..	..
5	Clapham Common ..	..	..	1 0	0 9	0 5	1 4	1 0	..	not	tak	en
8	Wimbledon	..	..	1 7	1 3	0 8	2 3	1 8	..	not	tak	en
10½	Malden	..	..	2 0	1 7	0 10	2 8	2 0	..	..	..	..
12	Kingston & Hamp. Ct	..	..	2 4	1 9	1 0	3 3	2 4	8 0	7 6	10 6	13 0
15	Esher & Claremont..	..	..	2 10	2 0	1 3	3 10	2 8	8 6	7 6	10 6	13 0
17	Walton	..	..	3 4	2 3	1 5	4 6	3 0	9 0	7 6	10 6	13 0
19	Weybridge	..	..	3 10	2 9	1 7	5 3	3 8	9 6	7 6	10 6	13 0
20½	Addlestone	..	..	4 0	2 10	1 8	5 6	3 10	10 0	7 6	10 6	13 0
22	Chertsey	..	..	4 3	3 0	1 10	5 10	4 4	10 6	8 0	11 6	14 6
25	Woking	..	..	4 4	3 3	2 1	7 0	5 6	11 0	8 6	13 0	16 0
31	Guildford	..	..	5 8	4 4	2 7	9 0	7 0	14 0	10 6	17 0	21 6
33	Farnborough	..	..	6 0	4 8	2 9	9 8	7 6	15 0	11 6	18 0	22 6
37	Fleetpond	..	..	6 10	5 0	3 1	10 8	8 4	..	..	..	..
40	Winchfield	..	..	7 6	5 4	3 4	11 4	9 0	18 6	14 6	22 0	27 6
48	Basingstoke	12 6	9 0	8 9	6 4	4 0	13 8	10 6	21 6	18 6	26 0	31 6
58	Andover Road	..	..	10 6	7 8	4 10	17 3	13 6	26 6	22 6	31 0	37 6
68	Winchester	..	..	12 0	8 8	5 7	20 0	15 6	30 6	25 6	35 0	43 6
74	Bishopstoke	19 0	13 6	13 6	9 8	6 2	21 8	17 0	33 6	28 6	38 0	47 6
80	Southampton	21 0	15 0	14 6	10 6	6 8	23 6	18 0	35 6	30 6	41 0	51 6
79	Botley & B. Waltham..	20 0	14 0	14 0	10 0	6 6	22 6	17 6	35 0	30 0	40 0	50 0
85	Fareham	20 0	14 0	14 0	10 0	6 6	22 6	17 6	35 0	30 0	40 0	50 0
90	Gosport	20 0	14 0	14 0	10 0	6 6	22 6	17 6	35 0	30 0	40 0	50 0
76	Chandlersford	20 0	14 0	13 10	9 10	6 4	22 6	17 6	34 6	29 6	39 0	48 6
81	Romsey	21 0	15 0	14 6	10 4	6 8	23 6	18 0	38 6	30 6	41 0	51 6
86	Dunbridge	21 6	15 6	15 6	10 4	7 1	24 6	19 0	38 6	32 6	43 6	54 6
89	Dean	22 0	16 0	15 6	11 0	7 2	24 6	19 0	40 6	34 6	45 6	56 6
96	Salisbury	23 6	16 6	15 6	11 0	7 2	25 6	19 0	42 6	35 6	46 0	56 6
82	Blechynden	..	..	15 0	10 8	6 10	24 0	18 6	36 0	31 6	41 6	52 0
88	Redbridge	22 6	15 6	15 6	11 0	7 1	25 0	19 6	37 6	32 6	42 6	53 6
88	Lyndhurst Road	23 0	16 0	16 6	11 3	7 4	26 6	20 6	39 6	34 6	44 6	56 0
91	Beaulieu Road	23 6	16 6	17 0	11 8	7 7	27 0	21 0	41 0	36 0	46 6	58 0
96	Brokenhrst&Lymingn	24 6	17 6	18 0	12 8	8 0	28 6	22 0	43 6	37 6	49 6	62 0
100	Christchurch Road ..	25 0	18 6	18 6	13 3	8 4	29 6	23 0	45 6	39 6	52 6	64 0
106	Ringwood	26 0	19 0	19 6	14 0	8 10	31 6	24 0	47 6	41 6	54 0	67 6
115	Wimborne	28 0	20 0	20 9	15 3	9 7	34 0	26 0	52 0	44 6	60 0	72 6
121	Poole Junction	29 0	20 6	21 9	15 8	10 1	35 0	27 6	55 0	46 6	62 6	76 0
123	Poole	29 6	20 6	22 0	16 0	10 3	36 6	28 6	56 0	47 6	63 6	78 0
126	Wareham	30 0	21 0	22 6	16 3	10 6	37 6	29 0	57 0	48 6	65 6	80 0
131	Wool	30 6	22 0	23 6	17 3	10 1	39 0	30 6	60 0	50 6	67 6	81 0
136	Moreton	31 0	22 6	24 6	17 8	11 4	40 6	31 6	61 6	52 0	70 0	87 0
141	Dorchester	32 0	23 0	25 6	18 3	11 9	42 0	33 0	63 6	54 6	72 6	90 0

From Gosport.

Miles.	STATIONS.	Express Trains. 1cls	2cls	Ordinary Trains. 1cls	2cls	3cls	Double Tickets 1cls	2cls	Car ri- age.	1 Ho.	2 Ho.	3 Ho.
		s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
5	Fareham	—	—	0 10	0 7	0 5	1 6	1 2	7 6	7 0	10 0	12 0
10	Botley & B. Waltham	—	—	2 0	1 4	010	3 0	2 0	7 6	7 0	10 0	12 0
22	Southampton	..	..	4 0	2 9	110	6 0	4 0	10 0	7 0	10 0	12 0
16	Bishopstoke	..	..	3 0	2 0	1 4	4 6	3 4	8 6	7 0	10 0	12 0
23	Romsey	..	..	4 0	3 0	111	6 6	5 2	10 6	8 0	12 0	15 0
18	Chandlersford.....	..	..	3 6	2 6	1 6	..	3 6	9 0	7 0	10 0	12 0
27	Dunbridge	..	..	4 10	3 6	2 3	7 0	5 6	12 6	10 0	16 0	20 0
31	Dean	..	..	5 6	4 3	2 7	9 0	7 0	14 6	11 0	17 0	21 0
38	Salisbury	..	..	7 0	5 0	3 2	12 0	8 6	18 0	14 0	21 0	26 0
23	Winchester	..	..	4 0	3 0	111	6 2	5 0	10 6	8 0	12 0	15 0
31	Andover Road.....	..	..	5 6	4 0	2 7	8 6	6 6	14 6	11 0	17 0	21 0
42	Basingstoke	10 6	7 0	7 0	5 6	3 6	12 0	9 6	20 0	16 0	21 6	27 0
50	Winchfield	..	..	9 0	6 6	4 1	14 0	11 6	23 0	19 0	25 0	31 6
53	Fleetpond.....	..	..	9 3	6 9	4 5	15 0	11 10	..	..	..	..
57	Farnborough	..	..	9 8	7 0	4 7	16 0	12 3	26 0	21 0	28 0	35 0
65	Woking.....	..	..	11 0	7 9	5 3	18 0	14 0	30 0	24 0	32 0	40 6
71	Guildford.....	..	..	12 0	8 6	5 7	19 3	15 0	32 6	25 6	34 0	42 6
70	Weybridge	..	..	12 0	8 6	5 6	19 0	15 0	32 0	25 6	34 0	42
72	Walton	..	..	12 3	8 10	5 8	19 6	15 3	33 0	26 0	35 0	43 6
73	Esher & Claremont..	..	..	12 6	9 0	5 9	20 0	15 6	34 0	26 6	35 0	44 6
77	Kingston & Hamp. Ct.	..	..	12 9	9 2	6 0	20 6	15 9	35 0	27 0	36 6	45 0
79	Malden	..	..	13 0	9 6	6 0	21 0	16 0	..	..	..	..
92	Wimbledon	..	..	13 0	9 6	6 2	21 6	16 6	..	..	..	..
35	Clapham Common ...	..	..	13 4	9 8	6 4	22 0	17 0	..	..	..	..

From Dorchester.

Mls.													
5	Moreton	..	..	1 3	1 0	0 5	1 9	1 4	7 6	7 0	10 0	12 0
10	Wool	..	..	2 0	1 6	0 10	2 8	2 0	7 6	7 0	10 0	12 0
15	Wareham	..	..	3 0	2 0	1 3	4 0	2 8	8 6	7 0	10 0	12 0
22	Poole	..	..	3 10	2 10	1 10	6 0	4 8	10 6	7 9	11 6	14 6
20	Poole Junction	..	..	3 8	2 8	1 8	5 4	4 0	9 6	7 6	10 6	13 6
26	Wimborne	..	..	4 6	3 6	2 2	7 6	5 9	12 0	9 0	14 0	17 6
35	Ringwood	..	..	6 6	4 9	2 11	11 3	8 3	17 0	13 0	20 0	24 6
41	Christchurch Road ..	..	..	7 6	5 0	3 5	12 6	9 0	19 0	15 6	23 6	27 6
45	Brokenhrst&Lymingn	..	..	8 3	6 0	3 6	13 0	10 0	21 0	18 0	25 0	30 0
50	Beaulieu Road	..	..	9 0	6 6	4 2	14 8	11 2	23 4	19 8	27 6	32 6
53	Lyndhurst Road	..	..	9 6	7 0	4 5	15 6	12 0	24 6	20 6	28 6	34 3
56	Redbridge	..	..	10 0	7 0	4 8	16 6	13 0	26 0	22 0	30 0	36 0
59	Blechynden	..	..	10 0	7 6	4 11	17 6	13 9	27 6	23 4	31 6	38 0
61	Southampton	..	..	10 6	7 6	5 1	18 0	14 3	28 6	24 0	32 6	40 0

From Salisbury.

Mls.													
7	Dean	..	..	1 4	1 0	0 7	1 9	1 6	7 6	7 0	10 0	12 0
11	Dunbridge	..	..	2 0	1 6	0 11	2 8	2 0	7 6	7 0	10 0	12 0
15	Romsey	..	..	2 9	2 0	1 3	4 6	3 0	8 0	7 0	10 0	12 0
20	Chandler's Ford.....	..	..	3 8	2 8	1 8	5 4	4 0	9 8	7 0	10 0	12 0
22	Bishopstoke	..	..	4 0	2 9	1 10	6 0	4 6	10 0	7 0	10 0	12 0
29	Winchester.....	..	..	5 2	4 0	2 5	8 4	6 6	13 6	10 0	16 0	20 0
37	Andover Road	..	..	7 0	5 0	3 1	12 0	8 6	18 0	14 0	21 0	26 0
48	Basingstoke	12 3	8 6	8 6	6 3	4 0	13 8	10 6	22 0	18 8	26 0	31 0
56	Winchfield	..	..	9 9	7 3	4 8	16 3	12 8	25 6	21 6	29 6	35 6
63	Farnborough	..	..	11 0	8 0	5 3	18 6	14 6	29 0	24 6	33 0	40 9
71	Woking.....	..	..	12 10	9 0	5 11	21 0	16 3	32 6	27 6	36 6	45 6
77	Guildford.....	..	..	13 9	9 9	6 5	22 4	17 4	35 6	29 9	39 6	48 6
76	Weybridge	..	..	13 9	9 9	6 4	22 4	17 4	35 6	29 9	39 6	48 6
78	Walton	..	..	14 0	10 0	6 6	23 0	17 6	35 3	30 8	40 6	50 6
81	Esher	..	..	14 6	10 3	6 9	23 8	18 0	17 3	31 4	41 6	51 6
83	Kingston	..	..	15 0	10 8	6 11	24 0	18 6	18 0	32 0	42 6	53 0
94	Vauxhall	..	..	15 0	10 8	7 0	24 0	18 6	..	..	..	..
28	Southampton.....	..	..	5 0	3 10	2 4	8 0	6 0	13 0	10 0	16 0	20 0
27	Botley & B. Waltham	..	..	5 0	3 10	2 3	8 0	6 0	13 0	10 0	15 6	19 0
33	Fareham	..	..	5 9	4 6	2 9	10 0	7 6	15 6	11 8	18 3	22 6

LONDON to BRIGHTON, LEWES, HASTINGS, & PORTSMOUTH.—London, Brighton, & South Coast.

Sec., T. J. Buckton, Tooley st. — Manager, Peter Clarke

From	Down Trains.	1	2	3	4	5	6	7	8	9	10	11	Sundays. 1	2	3	4	Fares. 1st class.	2nd class.	3rd cls.
		1 & 2	1 & 2	1 & 2	1 & 2	1 & 2	1 & 2	1 & 2	1 & 2	1 cls.	1, 2, 3	1 & 2	1 & 2	1, 2, 3	1 & 2	1, 2, 3			
Mls	Trains leave	m n	Chp.	morn	exp. to Brgtn.	noon.	aft.	aft.	aft.	exp.	aft.	aft.	Chp.	m rn	morn	aft.	s. d.	s. d.	s. d.
—	*London Bridge	7 0	7 0	9 0	10 0	12 0	2 0	3 0	4 0	5 0	6 0	7 0	7 0	8 0	10 45	6 0	..	..	..
3	*New Cross	7 5	7 5	9 5	..	..	..	3 5	..	..	6 5	..	7 5	8 5	10 50	6 5	..	..	..
5	Forest Hill	7 13	7 12	9 13	..	..	..	3 13	..	..	6 13	..	..	..	..	..	..	..	..
10¼	*Croydon	7 25	7 25	9 25	..	12 23	..	3 25	..	..	6 25	..	7 25	8 25	11 10	6 25	1 3	1 0	0 9
14½	*Stoat's Nest	7 35	7 35	9 35	..	..	..	3 35	..	..	6 35	..	7 35	..	..	6 35	2 10	2 2	1 5
21	*Reigate	7 55	7 55	9 55	10 40	12 48	2 40	3 55	4 40	5 40	6 50	7 40	7 55	8 50	11 30	7 0	4 0	3 0	1 9
25¼	*Horley	8 5	8 5	10 5	..	..	..	4 5	..	..	7 0	..	8 5	..	..	7 10	5 0	3 6	2 6
29¼	*Three Bridges .... Junc.	8 15	8 15	10 15	10 52	1 5	..	4 15	4 55	..	7 10	..	8 15	..	11 50	7 20	5 10	4 5	2 11
	30 Crawley	..	8 20	11 5	11 5	..	..	5 0	5 0	..	7 28	..	8 48	..	..	7 38	..	..	..
	34 Fay Gate	..	8 30	11 15	11 15	..	..	5 10	5 10	..	7 38	..	8 58	..	..	7 48	..	..	..
	37 Horsham arr.	..	8 50	11 35	11 35	..	..	5 25	5 25	..	8 0	..	9 18	..	..	8 8	..	..	..
33½	Balcombe	..	8 30	10 30	..	..	..	4 30	..	..	7 20	..	8 25	..	..	7 35	6 9	5 0	3 4
37½	*Hayward's Heath	..	8 40	10 40	11 5	..	3 20	4 40	5 12	..	7 30	8 8	8 35	..	12 15	7 45	7 6	5 8	3 9
41¼	Burgess Hill	..	8 50	10 50	..	..	..	4 50	..	..	7 40	..	8 45	..	12 25	7 55	8 2	6 0	4 0
43½	*Hassock's Gate	..	9 0	11 0	..	1 35	3 32	5 0	..	..	7 45	..	8 55	..	12 35	8 5	8 8	6 6	4 4
50¼	*BRIGHTON .... arrival.	8 50	9 25	11 20	11 30	2 0	4 0	5 25	6 0	6 30	8 10	8 40	9 20	10 0	1 0	8 30	10 0	7 6	5 0
37½	Hayward's Heath ..... dep.	..	8 42	11 8	11 8	..	3 22	5 15	5 15	..	..	..	8 40	..	..	..	..	..	..
50	Lewes	..	9 15	11 40	11 40	..	3 55	5 40	5 40	6 55	9 5	9 5	9 10	..	2 20	9 20	10 0	7 6	5 0
74½	Hastings..... arrival..	..	10 25	12 40	12 40	..	5 5	6 30	6 30	8 10	..	..	10 25	..	..	..	14 6	11 0	7 4
—	Brighton ..... departure.	9 0	9 35	11 35	11 35	2 10	4 10	6†45	6 35	6*35	8*45	8 45	9 35	..	2† 0	6 50	..	..	..
51	Hove	..	9 38	..	..	..	..	..	..	..	..	..	9 38	..	..	..	10 3	7 8	5 1
55	Southwick	..	9 46	..	..	..	..	6 55	..	..	..	..	9 46	..	..	7 0	11 0	8 3	5 6
56	Shoreham	..	9 54	11 48	11 48	2 23	4 23	7 3	..	..	8 57	8 57	9 54	..	2 12	7 5	11 0	8 3	5 6
61	*Worthing	9 20	10 6	11 58	11 58	2 33	4 33	7 15	6 55	6 55	9 7	9 7	10 6	..	2 22	7 16	11 0	8 3	5 6
66	Angmering	..	10 17	..	..	..	4 40	7 26	..	..	..	..	10 17	..	..	7 27	12 6	9 0	6 0
68	*Littlehampton	..	10 24	..	..	2 45	4 45	7 33	..	..	9 19	9 19	10 24	..	2 36	7 34	12 6	9 0	6 0
70	*Arundel	..	10 30	12 15	12 15	..	4 52	7 39	..	..	..	..	10 30	..	2 42	7 40	12 6	9 0	6 0
74	Bognor	..	10 41	..	..	2 55	5 0	7 50	..	..	..	..	10 41	..	2 50	7 51	12 6	9 0	6 0
77	*Drayton	..	10 48	..	..	..	..	7 57	..	..	..	..	10 48	..	..	..	12 6	9 0	6 0
79	*Chichester	9 50	10 54	12 30	12 30	3 10	5 8	8 3	7 25	7 25	9 37	9 37	10 54	..	3 2	8 3	12 6	9 0	6 0
87	Emsworth	..	11 13	..	..	3 26	5 25	8 22	..	..	9 52	9 52	11 13	..	3 20	8 22	13 0	9 6	6 6
88	Havant..... arrival.....	..	11 18	12 45	12 45	3 32	5 30	8 28	7 40	7 40	9 57	9 57	11 18	..	3 25	8 27	13 6	9 6	6 6
95	*Portsmouth .... „	10 30	11 45	1 0	1 0	4 0	6 0	8 50	8 0	8 0	10 20	10 20	11 45	..	3 50	8 40	14 0	10 0	6 6

Extra Train—Brighton to Portsmouth at 7 morn., 1, 2, and 3 class on Week Days.

† First, Second, and Third Class from Brighton. * First and Second Class.

Day Tickets are issued at London, New Cross, and Croydon, on Saturdays and Sundays, by all the trains to Brighton, and Stations beyond, entitling the holders to return by any Train of the same class, either on Sunday or Monday.

PORTSMOUTH, HASTINGS, LEWES, BRIGHTON, &c. to LONDON.—London, Brighton, & S. Coast.

Res. Eng., R. J Hood. — Loco. Sup,, J. C. Craven.

From Portsmth	Up Trains.	1	2	Exp. 3	4	5	6	7	8	9	10	11	Sundays. 1	2	3	4	5	Fares From Brighton. 1 Cls.	2 Cls	3 Cls.
		1,2,3	1,2,3	1 & 2	1 & 2	1 & 2	1 & 2	1 & 2	1 & 2	1 & 2 chp.	1,2	1,2,3	1, 2, 3	1, 2, 3	1, 2, 3	1 & 2 chp.	1, 2, 3			
Mls	Trains leave	morn	morn	morn	morn	morn	morn	noon.	aft.	aft.	aft.	aft.	morn	morn	aft.	aft.	aft.	s. d.	s. d.	s. d.
—	*Portsmouth ..	..	6 15	7 15	8 10	..	9 30	12 0	1 30	4 0	6 30	8 0	7 30	..	..	4 0	6 30	8 10	6 8	4 5
7	*Havant	..	6 30	..	8 25	..	9 45	12 15	1 45	4 15	6 43	8 15	7 45	..	..	4 15	6 43	7 5	5 6	3 8
9	Emsworth	..	6 35	..	..	..	9 50	12 20	1 50	4 20	6 48	8 20	7 50	..	..	4 20	6 48	7 0	5 3	3 6
16	*Chichester	..	6 53	7 35	8 40	..	10 5	12 33	2 5	4 38	7 0	8 35	8 6	..	..	4 36	7 0	5 6	4 0	2 9
18	*Drayton	..	6 58	..	..	..	..	..	..	4 43	..	..	..	..	..	..	..	5 3	3 11	2 7
21	*Bognor	..	7 5	..	8 50	..	10 15	..	2 15	4 56	..	..	8 16	..	..	4 47	7 8	4 8	3 6	2 4
25	*Arundel	..	7 16	..	9 0	..	10 25	..	2 25	5 1	7 15	..	8 26	..	..	4 58	7 15	3 9	2 9	1 9
26	*Littlehampton	..	7 22	..	..	..	10 30	..	2 30	5 6	7 20	9 0	8 32	..	..	5 4	7 20	3 6	2 6	1 9
29	Angmering	..	7 28	..	..	..	..	1 0	..	5 12	..	..	8 40	..	..	5 12	..	3 0	2 3	1 6
34	*Worthing	..	7 43	8 5	9 18	..	10 43	1 10	2 43	5 23	7 33	9 20	8 55	..	..	5 27	7 33	2 0	1 6	1 0
38	Shoreham	..	7 55	..	9 28	..	10 53	1 20	2 53	5 35	7 43	9 40	9 10	..	..	5 40	7 43	1 0	0 9	0 6
40	Southwick	..	8 4	..	..	..	..	..	3 0	5 44	..	..	9 18	..	..	5 48	..	1 0	0 9	0 6
43	Hove	..	..	..	..	..	..	..	..	5 55	..	..	9 25	..	..	5 57	..	1 0	0 9	0 6
—	*Hastings.... dep.	..	7 20	7 20	..	10 0	..	12 50	..	5 0	6 40	..	..	..	..	5 0	..	6 0	4 6	3 0
—	*Lewes	..	8 25	8 25	9 0	11 5	..	2 0	..	6 5	7 40	..	..	7 40	2 0	6 10	..	1 6	1 0	0 8
—	*Hayward's Heath ..	..	8 55	8 55	..	11 30	Mail.	2 30	..	6 40	Exp.	..	..	8 10	..	6 45	..	..	..	..
44	*Brighton arrival.	..	8 20	8 35	9 50	..	11 15	1 50	3 20	6 10	8 0	10 0	9 40	..	..	6 15	8 0	..	..	..
—	Ditto.. departure.	7 0	9† 6	8*45	10 0	..	11 30	2 0	3 30	6 20	8 10	..	..	7 45	2 45	6 30	8†10	..	..	..
51	*Hassock's Gate	7 18	9 20	..	10 18	..	..	2 15	3 48	6 38	8 25	..	..	8 5	3 5	6 50	8 25	1 5	1 0	0 8
54	Burgess Hill	7 25	9 28	..	..	..	..	..	3 56	6 48	..	..	..	8 10	3 10	6 58	..	1 10	1 5	0 11
57	*Haywd's Heath	7 35	9 38	..	..	11 30	12 0	2 30	4 4	6 58	..	..	..	8 20	3 20	7 8	..	2 6	1 10	1 3
61	Balcombe	7 48	9 50	..	..	..	..	..	..	7 10	..	..	..	8 36	..	7 20	..	3 5	2 6	1 8
	73 *Horsham dep.	7 15	..	..	10 15	..	..	..	3 50	6 35	..	..	..	7 35	..	6 40	..	5 10	4 5	2 11
	70 Fay Gate	7 25	..	..	10 25	..	..	..	4 0	6 45	..	..	..	7 45	..	6 50	..	..	..	..
	66 Crawley	7 35	..	..	10 35	..	..	..	4 10	6 55	..	..	..	7 55	..	7 0	..	..	..	..
65	*Three Bridges..	7 58	10 3	..	10 52	11 50	12 20	2 50	4 25	7 23	..	..	..	8 43	3 40	7 33	..	4 3	3 2	2 0
69	*Horley	8 8	10 13	..	..	..	..	..	..	7 33	..	..	..	8 53	..	7 43	..	5 0	3 6	2 6
73	*Reigate	8 20	10 25	9 30	11 10	12 10	12 40	3 7	4 45	7 45	9 0	..	..	9 3	4 0	7 55	9 0	5 10	4 5	2 11
80	*Stoat's Nest	8 33	10 39	..	..	..	..	..	..	8 0	..	..	..	9 15	..	8 9	..	7 2	5 5	3 6
84	*Croydon	8 48	10 55	..	11 35	12 35	..	3 30	5 10	8 15	..	..	..	9 32	4 25	8 25	9 25	8 0	6 0	4 0
89	Forest Hill	8 58	11 5	..	..	..	..	..	..	8 22	..	..	..	..	..	8 32	..	9 0	6 9	4 6
92	*New Cross	9 5	11 15	..	..	..	..	..	..	8 30	..	..	..	9 55	..	8 40	9 40	9 6	7 2	4 9
95	*London Brdg arr	9 25	11 30	10 15	12 0	1 0	1 30	4 0	5 40	8 45	9 45	..	..	10 10	5 0	9 0	10 0	10 0	7 6	5 0
																London Express		12 6	10 0	..

Fare between London & Brighton by Parliamentary trains 4s. 2d.

* First Class only from Brighton. † First and second class only from Brighton.

The stations at which **Carriages & Horses** can be loaded or unloaded are marked thus *.— No carriages or horses will be taken by 1½ hour trains, at 5 aft. down, and 8¾ morn. up.

HASTINGS AND ST. LEONARD'S BRANCH.—London & Brighton. Loc. Supt., J. C. Craven.

From Brigtn	Down Trains.	1&2 chp.	1, 2, 3 class.	1&2 clss.	1&2 clss.	1 2 3 clss.	Sunday	Up Trains	1 cl Exp	1,2,3 clss.	1 & 2 mail.	1 & 2 class.	1, 2 chp.	1 & 2 clss.	Sunday	Fares.		
	Trains leave	mrn	morn	aft.	aft.	aft.	mrn aft.	Trains leave	mrn	mrn	morn	aft.	aft.	aft.	mrn aft.	s. d.	s. d.	s. d.
Mls	**London**	7 0	9&10	2 0	4 0	5 0	7 0 10 45	**Hastings**	7 20	7 20	10 0	12 50	5 0	6 40	7 30 5 0	.. ..	.. ..	.. ..
—	**Brighton**	8 40	11 20	3 30	..	6 35	8 45 7 0	Bexhill	7 25	7 25	10 5	12 55	5 6	6 45	7 35 5 5	1 0	0 9	0 6
8	Lewes	9 15	11 40	3 55	5 40	6 55	9 10 7 20	West Ham	7 40	7 40	10 20	1 10	5 20	7 0	7 50 5 20	1 10	1 5	0 11
10¼	Glynde	9 23	..	4 5	..	7 3	9 20 7 30	Polegate, ..	7 50	7 50	10 30	1 25	5 30	7 10	8 0 5 30	2 6	2 0	1 3
15½	Berwick	9 35	11 55	4 15	..	7 15	9 30 7 40	Berwick ..	8 0	8 0	10 40	1 35	5 40	7 18	8 15 5 45	3 4	2 6	1 8
19	Polegate, for Eastb. & Hails.	9 45	12 5	4 25	..	7 25	9 40 7 52	Glynde	8 10	8 10	10 50	1 45	5 50	7 28	8 25 5 55	4 3	3 0	2 0
22½	West Ham and Pevensey..	9 55	12 15	4 35	..	7 35	9 50 8 2	Lewes	8 25	8 25	11 5	2 0	6 5	7 40	8 40 6 10	4 9	3 6	2 4
29½	Bexhill	10 12	..	4 50	..	7 55	10 10 8 20	**Brighton** ..		9 30	11 25	2 25	6 25	8 0	9 0 6 30	6 0	4 6	3 0
32½	**Hstngs & St. Lenrds**	10 25	12 40	5 5	6 30	8 10	10 25 8 30	**London** ..	10 15	11 30	1 0	4 0	8 50	9 50	.. 9 0	14 6	11 0	7 4

LONDON, CROYDON, AND EPSOM.

Extra on Sundays, London to Croydon, 2¾, 4½, 5½, 6¾, and 9½ aft.

Down.	1,2,3 mrn	1,2,3 morn	1 & 2 morn	1 & 2 mail	1 & 2 aft.	1,2,3 aft.	1 & 2 aft.	1 & 2 aft.	1 & 2 aft.	1 & 2 aft.	1 & 2 aft.	1,2,3 aft.	1&2 aft.	1&2 aft.	1 & 2 aft.	Sundays. 1,2,3 mrn	1,2,3 morn	1,2,3 morn	1,2,3 aft.	1,2,3 aft.	1,2,3 aft.	1,2,3 aft.
London .. dep.	8 15	9 15	10 15	11 15	1 15	2 15	3 15	4 15	4 45	5 15	5 45	6 15	7 15	8 15	9 15	10 15	8 15	9 15	10 15	1 15	2 15	3 15	7 15
New Cross ..	8 20	9 20	10 20	11 20	1 20	2 20	3 20	..	..	5 20	..	6 20	7 20	..	9 20	10 20	8 20	9 20	10 20	1 20	2 20	3 20	7 20
Forest Hill	8 28	9 28	10 28	11 28	1 28	2 28	3 28	4 27	4 57	5 28	5 57	6 28	7 28	8 27	9 28	10 28	8 28	9 28	10 28	1 28	2 28	3 28	7 28
Sydenham	8 32	9 32	10 32	11 32	1 32	2 32	3 32	4 30	5 0	5 32	6 0	6 32	7 32	8 32	9 32	10 32	8 32	9 32	10 32	1 32	2 32	3 32	7 32
Anerley	8 35	9 35	10 35	11 35	1 35	2 35	3 35	4 33	..	5 35	..	6 35	7 35	8 35	9 35	10 35	8 35	9 35	10 35	1 35	2 35	3 35	7 35
Norwood	8 39	9 39	10 39	11 39	1 39	2 39	3 39	4 36	..	5 39	..	6 39	7 39	8 39	9 39	10 39	8 39	9 39	10 39	1 39	2 39	3 39	7 39
Croydon	8 48	9 48	10 48	11 48	1 48	2 48	3 48	4 45	5 10	5 48	6 10	6 48	7 48	8 48	9 48	10 48	8 48	9 48	10 48	1 48	2 48	3 48	7 48
Carshalton	..	9 53	..	11 53	..	2 53	..	4 50	5 15	..	..	6 53	..	8 53	9 53	..	..	9 53	..	1 53	..	3 53	7 53
Sutton	..	9 57	..	11 57	..	2 57	..	4 57	5 19	..	..	6 57	..	8 57	9 57	..	..	9 57	..	1 57	..	3 57	7 57
Cheam	..	10 1	..	12 1	..	3 1	..	..	5 23	..	..	7 1	..	9 1	10 1	..	..	10 1	..	2 1	..	4 1	8 1
Ewell	..	10 5	..	12 5	..	3 5	..	..	5 27	..	..	7 5	..	9 5	10 5	..	..	10 5	..	2 5	..	4 5	8 5
Epsom.. arrival	..	10 15	..	12 15	..	3 15	..	5 5	5 35	..	..	7 15	..	9 15	10 15	..	..	10 15	..	2 15	..	4 15	8 15

Extra on Sundays, from Croydon to London, at 3¾, 5¼, 6¾, 8 10, 8¼, & 9¼ aft.

Up.	1,2,3 mrn	1&2 mrn	1&2 mrn	1&2 mrn	1,2,3 morn	1&2 aft.	1,2,3 aft.	1&2 aft.	1,2,3 aft.	1&2 mail	1&2 aft.	1,2,3 aft.	1&2 aft.	1,2,3 aft.	1&2 aft.	1&2 aft.	Sundays. 1,2,3 mrn	1,2,3 morn	1,2,3 aft.	1,2,3 aft.	1,2,3 aft.	1,2,5 aft.	1, 2, 3 aft.
Epsom dep.	..	7 35	8 10	..	9 10	..	10 50	..	1 50	..	..	4 50	..	..	7 50	..	9 50	8 45	..	..	1 45	..	9 45
Ewell	..	7 39	8 14	..	9 13	..	..	..	1 54	..	..	4 54	..	..	7 54	..	9 54	8 50	..	..	1 50	..	6 50	9 50
Cheam	..	7 43	8 19	..	9 18	..	10 58	..	1 58	..	..	4 58	..	..	7 58	..	9 58	8 55	..	..	1 55	..	6 55	9 55
Sutton	..	7 47	8 23	..	9 22	..	11 2	..	2 2	..	..	5 2	..	..	8 2	..	10 2	9 0	..	..	2 0	..	7 0	10 0
Carshalton ..	..	7 51	8 27	..	9 26	..	11 6	..	2 6	..	..	5 6	..	..	8 6	..	10 6	9 5	..	..	2 5	..	7 5	10 5
Croydon ..	7 15	8 0	8 38	9 15	9 35	10 15	11 15	1 15	2 15	3 15	4 15	5 15	6 15	7 15	8 15	9 15	10 15	9 15	10 15	1 15	2 15	4 15	7 15	10 15
Norwood ...	7 19	8 5	..	9 19	..	10 19	11 19	1 19	2 19	3 19	4 19	5 19	6 19	7 19	8 19	9 19	10 19	9 19	10 19	1 19	2 19	4 19	7 19	10 19
Anerley	7 22	8 9	..	9 22	..	10 22	11 22	1 22	2 22	3 22	4 22	5 22	6 22	7 22	8 22	9 22	10 22	9 22	10 22	1 22	2 22	4 22	7 22	10 22
Sydenham .	7 26	8 13	8 46	9 26	9 43	10 26	11 26	1 26	2 26	3 26	4 26	5 26	6 26	7 26	8 26	9 26	10 26	9 26	10 26	1 26	2 26	4 26	7 26	10 26
Forest Hill ..	7 29	8 17	8 50	9 29	9 47	10 29	11 29	1 29	2 29	3 29	4 29	5 29	6 29	7 29	8 29	9 29	10 29	9 29	10 29	1 29	2 29	4 29	7 29	10 29
New Cross	7 36	8 24	..	9 36	..	10 36	11 36	1 36	2 36	3 36	4 36	5 36	6 36	7 36	8 36	9 36	10 36	9 36	10 36	1 36	2 36	4 36	7 36	10 36
London.. arr	7 48	8 35	9 5	9 48	10 2	10 48	11 48	1 48	2 48	3 48	4 48	5 48	6 48	7 48	8 48	9 48	10 48	9 48	10 48	1 48	2 48	4 48	7 48	10 48

LONDON, & GREENWICH.—Length, 3½ Miles, Via South Eastern Station, London Bridge.

From London Bridge to Greenwich, every quarter of an hour from 7¼ morn. until 10¾ aft. from Greenwich to London Bridge, every quarter of an hour from 7 morn. until 10½ aft.

On Sundays, at the same hours, except between the hours of 10¾ morn. and 1¼ aft., when trains cease running, after which they resume till 11 aft.

FARES.—1st class 8d.; 2nd class 6d.; 3rd class 4d.; and if with return ticket, 1st class 1s. 2nd class 10d.

The trains leaving Greenwich at 7, and London at 7¼ morn., are for first, second, and parliamentary third class passengers.

DEAL BRANCH.—South Eastern.

From DEAL to RAMSGATE and MARGATE, at 8 10 10 10 & 11½ morn.; 1 10, 3¼, 5½, and 8¼ aft.; to SANDWICH only, at 5½ and 7½ morn. On SUNDAYS, at 8¼ and 11¼ morn.; 2 10, 5¼, and 8½ aft.

From MARGATE to DEAL, at 7 10, 8 10, and 11 10 morn.; 1 10, 2½, 5½, and 6½ aft. On SUNDAYS, at 9 10 morn.; 1 10, 3 10, and 7 10 aft.; also from Ramsgate to Deal at 10½ aft.

FARES.—Deal to Margate, first class 3s., second 2s. 4d.; to Ramsgate, 2s. 4d. and 2s. DAY TICKETS—Deal to Margate first class 4s. 6d., second 3s. 4d, third 1s. 4d.; to Ramsgate 3s. 6d., 3s., and 1s. For trains to and from Whitstable, see page 35.

MARGATE BRANCH.—South Eastern.

From Ramsgate at 6 50, 7 50, 8 50, 9 50, 10 50, and 11½ morn.; 12 noon; 12¼, 1, 1 50, 2¼, 2¾, 3¼, 4, 4¼, 5, 5¾, 6 10, 6¾, 7½, 8, 8¼, 9, 9¾, 10¼, & 11 10 aft. On SUNDAYS at 6 50, 7 50, 8 50, 9 50, & 10½ morn.; 12 noon; 1 50, 2¼, 2¾, 3½, 4, 4½, 5, 5¾, 6¼, 6¾, 7 50, 8¼, 9, 9¾, 10¼, & 11 10 aft.

From Margate at 5 25, 7 10, 8 10, 9 10, 10 10, 11 10, and 11¾ morn.; 12¼, 12¾, 1 10, 2, 2½, 3 10, 3¾, 4¼, 4¾, 5¼, 6, 6½, 7, 7¾, 8¼, 8¾, 9½, 10, 10½, & 11½ aft. On SUNDAYS at 5 25, 7 10, 8 10, 9 10, 10 10, & 10¾ morn.; 1 10, 2, 2½, 3 10, 3¾, 4¼, 4¾, 5½, 6, 6½, 7 10, 8¼, 8¾, 9¼, 10, 10¼, & 11 20 aft..

Fares, 9d., 6d., 4d., govt. 3d. Day Tickets, first class, 1s., second 9d.

LONDON AND NEWMARKET, viâ Eastern Counties, Shoreditch.

Mls	STATIONS.	1 & 2 class mrn.	1 & 2 class mrn.	1 & 2 class aft.	1 & 2 class aft.	SUNDAY. 1 2 3 mrn.	1 2 3 aft.
	LONDON.....dep..	7 *0	11 30	2 *0	6 0	7 0	2 0
47½	Chesterford..... { arr..	8 54	1 19	4 50	7 30	9 47	4 53
	Chesterford..... { dep..	8 56	1 21	5 30	7 32	9 25	5 0
52¾	Bourne Bridge	9 8	1 33	5 50	7 43	9 40	5 6
56	Balsham Road	9 16	1 41	6 2	7 51	9 49	5 12
59	Westley	9 24	1 49	6 14	7 59	10 0	5 18
62	Dullingham	9 32	1 57	6 26	8 7	10 7	5 24
65½	NEWMARKET.....arr..	9 45	2 10	6 45	8 20	10 25	5 40
	Soham, through Fordham (coach) ar	..	3 0	..	..	..	..
	Mildenhall & Barton Mills „	..	3 10	..	..	..	..
	BURY, through Kentford „	11 0	3 30	..	9 35	..	..

STATIONS.	1 & 2 class mrn.	1 & 2 class mrn.	1 2 3 class aft.	1 & 2 class aft.	SUNDAY. 1 2 3 mrn.	1 2 3 aft.
BURY, through Kentford (coach) d.	6 30	12 15	..	6 0	..	..
Mildenhall & Barton Mills „	..	12 30	..	..	..	..
Soham, through Fordham „	..	12 35	..	..	..	..
NEWMARKET.....dep..	7*45	1 35	3*30	7 25	8 30	6 0
Dullingham	7 53	1 43	3 40	7 33	8 37	6 7
Westley	8 1	1 51	3 50	7 41	8 43	6 13
Balsham Road	8 9	1 59	4 0	7 49	8 49	6 19
Bourne Bridge	8 17	2 7	4 10	7 57	8 55	6 25
Chesterford..... { arr..	8 30	2 20	4 40	8 10	9 13	6 43
Chesterford..... { dep..	8 36	2 25	5 24	8 15	10 26	6 48
LONDON..... arr..	10 15	4 20	8 0	10 15	1 15	9 40

FARES—London to Newmarket, 1s. 6d., 10s. 6d., 6s. 6d., 5s. 5½d.

*In connection at Chesterford with trains to and from Cambridge, St. Ives, Huntingdon, Ely, Brandon, Peterborough, &c.

LONDON TO MAIDSTONE, CANTERBURY, FOLKESTONE & DOVER.

Sec., G. S. Herbert. — Week Days. — Sunday Trains. — Supt. P. D. Finnigan.

Mls.	DOWN TRAINS.	1, 2, 3 Chp.	1 & 2 morn	1 & 2 mail.	1&2 aft.	1 & 2 aft.	1st cl exp	1, 2, 3 aft.	Mail. Exp.		1,2,3 Chp.	1.2,3 morn	1 2 3 aft.	1,2,3 aft.	Mail. Exp.	Fares. exps.	1st cl s. d.	2d cl. s. d.	3d cl. s. d.
	London Bridge....	7 30	9 30	11 30	1 30	3 30	4 30	6 30	8 30	..	7 30	9 30	3 30	6 30	8 30				
	New Cross.....	7 35	..	..	..	..	..	6 35	..	..	7 35	9 35	3 35	6 35	..		..	..	..
	Forest Hill	7 43	..	..	..	..	..	6 43	..	..	7 43	9 43	3 43	6 43	..		..	..	..
11	**Croydon**	7 53	9 52	11 55	1 57	3 52	..	6 57	..	..	7 53	9 52	3 52	6 57	..		2 0	1 6	0 10
19	Merstham	8 16	10 11	..	2 18	4 11	..	7 18	..	..	8 16	10 11	4 11	7 18	..		4 0	3 0	1 6
21	**Reigate**.....	8 24	10 18	12 19	2 26	4 18	5 4	7 26	9 4	..	8 24	10 18	4 18	7 26	9 4	5 0	4 3	3 2	2 2
27	Godstone	8 39	10 34	..	2 42	4 34	..	7 42	..	..	8 39	10 34	4 34	7 42	..		6 0	4 6	2 2
32	Edenbridge	8 51	10 45	12 40	2 55	4 45	5 21	7 55	..	..	8 51	10 45	4 45	7 55	..	8 0	7 0	5 4	2 7
37	Penshurst	9 4	10 58	..	3 10	4 58	..	8 10	..	..	9 4	10 58	4 58	8 10	..		8 6	6 2	3 0
41	**Tunbridge**	9 18	11 9	1 3	3 24	5 9	5 36	8 24	9 36	..	9 18	11 9	5 9	8 24	9 36	10 0	9 6	6 10	3 4
	46 **Tunbdg Wells** ar	9 45	11 29	1 25	3 40	5 55	5 58	8 55	..	..	9 45	11 29	5 29	8 55	..	11 6	10 6	7 8	3 9
	Ditto dep. for Dover	8 & 9	10 40	12 40	..	3 40	5 5	8 0	..	..	8 0	10 50	4 40	8 0	..	..	..	..	..
46	Paddock Wood	9 33	11 24	1 18	3 40	5 24	5 47	8 40	..	..	9 33	11 24	5 24	8 40	..	11 6	10 6	7 8	3 9
	50 Yalding	9 44	11 41	..	3 54	6 0	6 0	8 54	..	..	9 44	11 41	5 41	8 54	..	..	11 0	8 0	4 0
	51 Wateringbury.....	9 48	11 46	1 36	4 1	6 6	6 6	9 1	..	..	9 48	11 46	5 46	9 1	..	12 0	11 0	8 0	4 0
	54 East Farleigh.....	9 57	11 55	..	4 12	6 17	6 17	9 12	..	..	9 57	11 55	5 55	9 12	..	..	11 0	8 0	4 0
	56 **Maidstone** arr..	10 5	12 5	1 55	4 25	6 27	6 27	9 25	..	..	10 5	12 5	6 5	9 25	..	12 0	11 0	8 0	4 0
	Ditto dep. for Dover	7 20	10 5	12 5	3 5	..	4 40	7 25	..	..	7 20	10 10	4 5	7 25	..	..	..	..	..
51	Marden, depart from....	9 46	11 37	..	3 53	5 36	..	8 53	..	..	9 46	11 37	5 37	8 53	..	..	11 6	8 6	4 2
53	**Staplehurst**	9 55	11 45	1 34	4 2	5 43	6 1	9 2	10 1	..	9 55	11 45	5 45	9 2	10 1	13 0	12 0	8 10	4 4
56	Headcorn	10 5	11 55	..	4 12	5 52	..	9 12	..	..	10 5	11 55	5 55	9 12	..	..	12 6	9 4	4 7
62	Pluckley	10 17	12 9	..	4 25	6 5	..	9 25	..	..	10 17	12 9	6 9	9 25	..	..	14 0	10 4	5 1
67	**Ashford**.....	10 30	12 22	2 4	4 39	6 17	6 23	9 39	10 23	..	10 30	12 22	6 22	9 39	10 23	16 9	15 6	11 2	5 6
	72 Wye	10 48	12 41	2 20	4 53	..	..	9 53	..	..	10 48	12 41	6 41	9 53	..	..	16 6	12 0	5 11
	76 Chilham	10 58	12 51	2 30	5 7	6 43	6 43	10 7	..	..	10 58	12 51	6 51	10 7	..	19 0	17 6	12 8	6 3
	81 **Canterbury**.....	11 12	1 3	2 45	5 20	6 55	6 55	10 20	..	..	11 12	1 37	3 10	10 20	..	20 0	18 6	13 6	6 8
	84 Sturry	11 18	1 13	2 51	5 26	..	..	10 26	..	..	11 18	1 43	3 16	10 26	..	..	19 0	14 0	6 11
	88 Grove Ferry	11 28	1 23	3 0	5 35	..	..	10 35	..	..	11 28	1 53	3 26	10 35	..	..	20 0	14 8	7 3
	93 Minster	11 40	1 35	3 12	5 50	7 15	7 15	10 50	..	..	11 40	1 35	3 35	10 50	..	22 0	20 0	15 0	7 6
	98 Sandwich..	12 2	1 48	3 24	6 2	7 27	7 27	11 2	..	..	12 2	1 48	3 48	11 2	..	22 0	20 0	15 0	7 6
	102 **Deal** .....arrival	12 15	2 10	3 35	6 15	7 40	7 40	11 15	..	..	12 15	2 10	3 10	11 15	..	22 0	20 0	15 0	7 6
	Ditto dep. for Dover	8 10	10 10	..	1 10	..	..	5 30	..	..	8 15	..	2 10	5 30	..	..	..	..	..
	97 **Ramsgate**.....	12 0	1 50	3 30	6 10	7 30	7 30	11 10	..	..	12 0	1 50	3 50	11 10	..	22 0	20 0	15 0	7 6
	Ditto dep. for Dover	8 25	10 25	..	1 25	..	..	5 45	..	..	8 30	..	2 25	5 45	..	..	..	..	..
	101 **Margate**	12 10	2 15	3 55	6 25	7 55	7 55	11 25	..	..	12 25	2 15	3 15	11 25	..	22 0	20 0	15 0	7 6
	Ditto dep. for Dover	8 10	10 10	..	1 10	..	..	5 30	..	..	8 10	..	2 0	5 30	..	..	..	..	..
75	Westenhanger & Hythe..	10 50	12 41	2 24	4 57	6 41	..	10 3	..	..	10 50	12 41	6 41	10 3	..	..	17 0	12 6	6 2
82	**Folkestone**..	11 10	12 56	2 45	5 11	6 56	6 48	10 25	10 48	..	11 10	12 56	6 56	10 25	10 48	20 6	19 0	13 8	6 9
88	**Dover** .....arrival	11 30	1 15	3 0	5 30	7 15	7 0	10 45	11 0	..	11 30	1 15	7 15	10 45	11 0	22 0	20 0	14 8	7 3

First Class through Passengers can be conveyed by the Goods train from Bricklayer's Arms at 11 aft. By this train the foreign mail is conveyed.

For Trains from Boulogne to Amiens and Paris, see page 97.
For Trains from Ostend to Antwerp, Brussels, &c., see page 97.

DOVER, FOLKESTONE, CANTERBURY, MAIDSTONE, &c. to LONDON.—South Eastern.

Eng.in Chief, Peter W. Barlow. — Week Days. — Sunday Trains. — Fares.

Mls.	Up Trains.	mail exp.	1, 2, 3 morn	1,2,3 mrn	1 cl. exp.	1 & 2 Mail.	1 & 2 morn	1 & 2 aft.	1 cls exp.	1,2,3 aft.	Mail Exp.	1,2,3 morn	1, 2, 3 mrn	1, 2, 3 aft.	1.2.3. c hp.	exp. s. d.	1 class s. d.	2 class s. d.	3 class s. d.
0	**Dover** ..... departure	2 0	..	6 15	8 0	9 0	11 0	2 0	4 0	6 15	2 0	6 15	9 0	3 0	6 15				
6	**Folkestone**	2 10	..	6 28	8 10	9 13	11 13	2 13	4 10	6 29	2 10	6 28	9 14	3 13	6 29	1 6	1 6	1 0	0 5
13	Westenhanger and Hythe....	..	..	6 46	..	9 24	11 24	2 24	..	6 50	..	6 46	9 35	3 24	6 50	..	3 0	2 2	1 0
	55 **Margate** .....dep.	..	..	5 25	7 10	8 10	10 10	1 10	3 10	5 30	..	5 25	8 10	2 0	5 30	13 9	12 6	9 2	4 6
	Ditto, arrival from Dover	..	..	10 10	12 10	12 10	2 15	..	6 25	11 25	..	10 10	12 25	8 15	11 25	..	..	..	..
	51 **Ramsgate**	..	..	5 45	7 30	8 25	10 25	1 25	3 30	5 45	..	5 45	8 30	2 25	5 45	12 9	11 9	8 6	4 2
	Ditto, arrival from Dover	..	..	9 10	12 0	12 0	1 50	..	6 10	11 10	..	9 10	12 0	7 50	11 10	..	..	..	..
	55 **Deal** departure.....	..	..	5 30	7 15	8 10	10 10	1 10	3 15	5 30	..	5 30	8 15	2 10	5 30	13 9	12 6	9 2	4 6
	Ditto, arrival from Dover.	..	..	..	12 15	12 15	2 10	..	6 15	11 15	..	..	12 15	8 10	11 15	..	..	..	..
	51 Sandwich	..	..	5 39	7 24	8 19	10 19	1 19	3 24	5 39	..	5 39	8 24	2 19	5 39	12 9	11 9	8 6	4 2
	47 Minster	..	..	5 54	7 38	8 33	10 33	1 33	3 38	5 55	..	5 54	8 40	2 33	5 55	11 9	10 9	7 10	3 10
	42 Grove Ferry.....	..	..	6 6	..	8 47	10 47	1 47	..	6 7	..	6 6	8 52	2 47	6 7	..	9 9	7 0	3 5
	37 Sturry	..	..	6 14	..	8 58	10 58	1 58	..	6 15	..	6 14	9 0	2 58	6 15	..	8 6	6 2	3 0
	35 **Canterbury**	..	..	6 22	8 0	9 5	11 5	2 5	4 0	6 23	..	6 22	9 8	3 5	6 23	8 9	8 0	5 10	2 10
	30 Chilham	..	..	6 37	8 10	9 18	11 18	2 18	4 10	6 39	..	6 37	9 24	3 18	6 39	7 6	7 0	5 0	2 5
	25 Wye	..	..	6 50	..	9 29	11 29	2 29	..	6 51	..	6 50	9 36	3 29	6 51	..	5 9	4 2	2 0
21	**Ashford**	2 35	..	7 5	8 35	9 45	11 45	2 45	4 35	7 9	2 35	7 5	9 54	3 45	7 9	5 3	4 9	3 6	1 8
27	Pluckley	..	..	7 21	..	10 2	12 2	3 2	..	7 25	..	7 21	10 10	4 2	7 25	..	6 3	4 6	2 2
32	Headcorn	..	..	7 33	..	10 13	12 13	3 13	..	7 38	..	7 33	10 23	4 13	7 38	..	7 3	5 4	2 7
35	**Staplehurst**	2 57	..	7 41	8 57	10 22	12 22	3 22	4 57	7 46	2 57	7 41	10 31	4 22	7 46	8 9	8 0	5 10	2 10
38	Marden	..	..	7 50	..	10 31	12 31	3 31	..	7 55	..	7 50	10 40	4 31	7 55	..	8 9	6 4	3 1
	Maidstone, arrival from Dover.	..	..	10 5	..	12 5	1 55	4 25	6 27	9 25	..	10 5	12 5	6 5	9 25	..	..	..	..
	52 **Maidstone**....dep...	..	6 30	7 20	8 40	10 5	12 5	3 5	4 40	7 25	..	7 20	10 10	4 5	7 25	13 0	12 0	8 8	4 3
	50 East Farleigh	..	6 33	7 26	..	10 10	12 10	3 10	..	7 31	..	7 26	10 16	4 10	7 31	..	11 6	8 4	4 1
	47 Wateringbury	..	6 41	7 36	8 51	10 19	12 19	3 19	4 51	7 41	..	7 36	10 26	4 19	7 41	11 9	10 9	7 10	3 10
	46 Yalding	..	6 47	7 43	..	10 24	12 24	3 24	..	7 48	..	7 43	10 33	4 24	7 48	..	10 6	7 8	3 9
42	Paddock Wood.....	..	6 55	8 2	9 8	10 41	12 41	3 41	5 8	8 7	..	8 2	10 52	4 41	8 7	10 6	9 9	7 0	3 5
	52 **Tunbridge Wells**..	..	6 50	8 0	9 0	10 40	12 40	3 40	5 5	8 0	..	8 0	10 50	4 40	8 0	13 0	12 0	8 8	4 3
	Ditto, arrival from Dover	..	..	9 45	9 45	11 29	1 25	5 55	5 55	8 55	..	9 45	11 29	5 29	8 55	..	..	..	..
47	**Tunbridge**.....	3 20	7 8	8 16	9 20	10 56	12 56	3 56	5 20	8 20	3 20	8 16	11 6	4 56	8 20	11 9	10 9	7 10	3 10
52	Penshurst	..	7 23	8 33	..	11 12	1 12	4 12	..	8 39	..	8 33	11 24	5 12	8 39	..	12 0	8 8	4 3
57	Edenbridge.....	..	7 35	8 48	9 35	11 24	1 24	4 24	..	8 53	..	8 48	11 38	5 24	8 53	14 3	13 0	9 6	4 8
61	Godstone.....	..	7 48	9 1	..	11 36	1 36	4 36	..	9 7	..	9 1	11 52	5 36	9 7	..	14 0	10 2	5 0
67	**Reigate**	3 50	8 5	9 15	9 50	11 52	1 52	4 52	5 50	9 23	3 50	9 15	12 8	5 52	9 23	16 9	15 6	11 2	5 6
69	Merstham	..	8 11	9 23	..	12 1	2 1	5 1	..	9 32	..	9 23	12 17	6 1	9 32	..	16 0	11 6	5 8
77	**Croydon**	..	8 30	9 45	..	12 20	2 20	5 20	..	9 52	..	9 44	12 37	6 20	9 52	..	17 9	12 10	6 4
—	Forest Hill	..	8 40	9 55	..	..	..	..	..	10 2	..	9 54	12 47	6 30	10 2	..	20 0	14 8	6 9
—	New Cross	..	8 45	10 0	..	..	..	..	..	10 7	..	9 59	12 54	6 35	10 7	..	20 0	14 8	7 0
88	**London Bridge**.. arrival.	4 30	9 0	10 10	10 30	12 45	2 45	5 45	6 30	10 30	4 30	10 15	1 15	6 45	10 30	22 0	20 0	14 8	7 3

Post Horses will be in readiness at the London Bridge Station, on the arrival of every train, to convey passengers to all parts of London, at 10/6 each, including driver; and at 1/6 per mile, for every additional mile, exceeding seven miles.

LONDON, CAMBRIDGE, ELY, PETERBRO', NORWICH, &c. to YARMOUTH—Eastern Counties.

Secretary, C. P. Rooney. General Manager, Robert Moseley.

Week Day Trains.

Miles	DOWN STATIONS.	1	2	3	4	5	6	7	8	9	10
			1, 2, 3 class.	1 & 2 class.	1 & 2 class.	1 & 2 Mail		1, 2, 3 chp.	1 & 2 cl.	1 & 2 exp.	mail.
		mrn	morn	morn	morn	mrn		aft.	aft.	aft.	aft.
	London..... dep.	..	..	7 0	9 30	1130	..	2 05	6 0	8 40	..
1	Mile End	..	..	..	9 33	..	..	2 5	..	..	..
3½	Stratford	..	..	..	9 43	..	..	2 13	..	..	..
5½	Lea Bridge	..	..	..	9 49	..	..	2 20	..	..	..
7¾	**Tottenham**	..	..	7 18	9 56	..	..	2 28	..	..	..
8¾	Marsh Lane.....	..	..	..	10 1	..	..	2 34	..	..	..
9½	Edmonton	..	..	..	10 5	..	..	2 38	..	..	..
11½	**Ponder's End**.....	..	..	..	10 12	..	..	2 46	..	..	..
14¾	**Waltham**	..	..	7 35	10 21	..	..	2 56	5 30	..	9 10
16¼	Cheshunt.....	..	..	..	10 26	..	..	3 2	5 34	..	..
19	**Broxbourne**.....	..	..	7 45	10 36	1210	..	3 17	5 45	6 35	9 20
22	Roydon	..	..	..	10 45	..	..	3 25	5 52	..	..
24½	Burnt Mill	..	..	..	10 53	..	..	3 32	5 58	..	..
26¼	**Harlow**	..	..	8 2	11 0	1226	..	3 38	6 3	..	9 37
28½	Sawbridgeworth.....	..	..	..	11 8	..	..	3 45	6 9	..	9 42
32¼	**Bishop Stortford**..	..	..	8 17	11 20	1237	..	3 57	6 20	7 0	9 51
35½	Stanstead	..	..	..	11 30	..	..	4 6	6 28	..	..
37½	Elsenham	..	..	..	11 38	..	..	4 13	6 34	..	..
41½	Newport	..	..	..	11 50	..	..	4 26	6 46	..	10 13
43½	**Wenden**	..	..	8 43	11 57	1 7	..	4 34	6 53	..	10 18
47½	Chesterford.....	..	..	8 54	12 9	1 19	..	4 48	7 5	7 30	10 26
51	Whittlesford	..	..	..	12 20	..	..	4 57	7 15	..	..
54¼	Shelford	..	..	..	12 30	..	..	5 7	7 25	..	..
57½	**Cambridge**..... arr.	..	..	9 16	12 38	1 38	..	5 15	7 40	7 50	10 49
—	57½ **Cambridge**.. dep.	7 15	..	9 21	..	1 43	..	5 20	..	7 55	..
—	62½ Histon	7 28	..	..	..	..	..	5 33	..	..	..
—	64½ Oakington.....	7 35	..	9 41	..	..	..	5 40	..	8 12	..
—	67 Long Stanton	7 42	..	..	..	2 6	..	5 47	..	8 19	..
—	69¼ Swavesey	7 48	..	9 54	..	2 13	..	5 53	..	..	..
—	72¼ St. Ives ..... ar.	7 55	..	10 1	..	2 24	..	6 0	..	8 30	..
—	— St. Ives.....dep.	8 0	..	10 5	..	2 25	..	6 5	..	8 35	..
—	77 Huntingdon .... arr.	8 15	..	10 20	..	2 40	..	6 20	..	8 50	..
—	77½ Somersham.....	8 10	..	10 15	..	2 40	..	6 15	..	8 45	..
—	83 Chatteris	8 25	..	10 30	..	2 53	..	6 30	..	8 58	..
—	85½ Wimblington.....	8 36	..	10 42	..	M	..	6 41	..	..	..
—	91 March	8 50	..	10 54	..	3 10	..	6 55	..	9 15	..
—	96½ **Wisbeach** .. arr.	9 15	..	11 20	..	3 35	..	7 20	..	9 40	..

Sunday Trains.

	1	2	3	4
	1, 2, 3 class.	1, 2, 3 clss.	1, 2, 3 chp.	mail.
	morn	m n	aft.	aft.
	..	7 0	2 0	8 40
	..	..	2 3	..
	..	7 10	2 14	..
	..	..	2 21	..
	..	7 20	2 29	..
	..	..	2 34	..
	..	..	2 38	..
	..	..	2 47	..
	..	7 40	2 58	9 10
	..	..	3 4	..
	..	7 50	3 15	9 20
	..	8 0	3 25	..
	..	8 6	3 33	..
	..	8 12	3 39	9 37
	..	8 19	3 47	9 42
	..	8 30	4 0	9 51
	..	8 38	4 10	..
	..	8 45	4 19	..
	..	8 58	4 33	10 13
	..	9 3	4 40	10 18
	..	9 17	4 53	10 26
	..	9 28	5 4	..
	..	9 37	5 15	..
	..	9 45	5 25	1049
	..	9 50	5 30	..
	..	10 3	5 43	..
	..	10 10	5 50	..
	..	10 17	5 57	..
	..	10 23	6 3	..
	..	10 30	6 10	..
	..	1035	6 15	..
	..	10 50	6 30	..
	..	10 44	6 26	..
	..	11 0	6 44	..
	..	11 11	6 57	..
	..	11 25	7 15	..
	..	11 50	7 40	..

Fares.

1st clss.	2nd clss.	3rd clss.
s. d.	s. d.	s. d.
..	..	..
0 4	0 3	0 2
0 6	0 4	0 3
0 8	0 6	0 4
..	..	..
0 8	0 6	0 4
0 10	0 8	0 6
..	..	..
0 10	0 8	0 6
1 3	1 0	0 9
1 3	1 0	0 9
2 6	1 6	1 0
2 6	1 10	1 3
..	..	..
4 6	3 0	2 6
4 6	3 0	2 6
4 10	..	..
5 0	3 6	..
5 0	3 6	..
5 0	3 6

YARMOUTH, NORWICH, PETERBRO', ELY, CAMBRIDGE, &c, to LONDON.—Eastern Counties.

Distances frm Yarmth	UP. Stations.	Week Day Trains. 1 1,2,3 clss.	2 1&2 exp.	3 1, 2, 3 chp.	4 1 & 2 class.	5 1&2 clss.	6 1 & 2 class.	7 1,2,3 clss.	8 Mail	Sunday Trains. 1 1,2,3 class.	2 1,2,3 class.	3 1,23 clss.	4 1,23 chp.	5 1,2,3 clss.	6 Mail	Fares From Norwich 1st class.	2nd class.	3rd class.	Horses. 1	2	3	Carriages.
		aft.	mrn	morn	morn	aft.	aft.	aft.	aft.	mrn	morn	mrn	aft.	aft.	aft.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Mls.	**Yarmouth** .....dep	8 55	..	6 40	9 45	2*30	3 30	6 30	10 17	..	..	8 0	2 0	6 0	10 17	3 6	2 6	1 3	7 0	10 0	14 0	10 0
4	Berney Arms.....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
—	Lowestoft Branch. **Lowestoft**dep	..	..	..	9 25	..	2 10	6 15	..	..	..	7 30	..	5 30	..	..	..	..	..	..	..	..
—	Mutford.....	..	..	..	9 30	..	2 15	6 20	..	..	..	7 37	..	5 37	..	..	..	..	..	..	..	..
—	Somerleyton....	..	..	..	9 40	..	2 25	6 30	..	..	..	7 51	..	5 51	..	..	..	..	..	..	..	..
—	Haddiscoe.....	..	..	..	9 47	..	2 32	6 37	..	..	..	8 0	..	6 0	..	..	..	..	..	..	..	..
—	**Reedham** arr.	..	..	..	10 0	..	2 45	6 50	..	..	..	8 15	..	6 15	..	..	..	..	..	..	..	..
8	Reedham.....dep	9 15	..	6 58	10 5	2 50	3 50	6 50	10 29	..	..	8 18	2 15	6 15	10 29	2 6	1 8	1 0	..	..	..	..
12	Buckenham	9 30	..	7 8	10 20	3 5	4 0	..	..	..	..	8 28	2 28	6 28	..	1 6	1 0	0 8	..	..	..	..
14	Brundall	9 36	..	7 14	10 25	3 10	4 5	..	..	..	..	8 34	2 34	6 34	..	1 0	0 9	0 6	..	..	..	..
20	**Norwich** .....arr.	10 0	..	7 30	10 50	3 35	4 30	7 35	10 57	..	..	8 50	2 50	6 50	10 57	..	..	..	..	..	..	..
—	Ditto.... .....dep.		5 30	7 40	11 0	3 35	4 40	7 45	11 7	6 30	..	9 0	3 0	7 0	11 7	..	..	..	..	..	..	..
21	Trowse	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1 0	0 9	0 6	..	..	..	..
—	Dereham Branch. **Dereham** arr.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
—	**Dereham** dep	..	..	7 0	11 0	..	3 15	7 30	..	..	7 45	..	..	7 0	..	..	..	..	..	..	..	..
—	Yaxham.....	..	..	7 5	..	..	3 20	7 35	..	..	7 50	..	..	7 5	..	..	..	..	..	..	..	..
—	Hardingham....	..	..	7 15	11 12	..	3 30	7 45	..	..	8 0	..	..	7 15	..	..	..	..	..	..	..	..
—	**Wymondham**ar.	..	..	7 35	11 27	..	3 45	8 0	..	..	8 15	..	..	7 28	..	..	..	..	..	..	..	..
30½	**Wymondham**	..	5 55	8 5	11 28	4 15	5 10	8 10	11 32	7 1	..	9 30	3 28	7 28	11 32	2 0	1 4	0 9	5 0	5 3	7 6	10 0
36	**Attleboro'**	.. 6	9	8 19	11 44	..	5 24	8 25	11 45	7 17	..	..	3 47	7 47	11 45	3 0	2 0	1 2	5 0	8 2	11 8	10 0
39½	Eccles Road.....	..	..	8 29	..	..	5 36	..	..	7 29	..	..	3 52	8 0	..	3 9	2 6	1 6	..	..	..	..
42½	Harling Road	..	..	8 37	12 3	..	5 45	..	..	7 39	..	..	4 0	8 10	..	4 8	3 3	1 10	7 6	13 0	19 0	10 0
50½	**Thetford**	.. 6	45	8 57	12 25	..	6 5	9 10	12 20	8 1	..	..	4 25	8 35	12 20	4 6	3 4	0 2	6 9	8 17	0 24	6 10 0
57½	**Brandon**	**7 5**		**9 15**	**12 45**	..	**6 24**	**9 30**	**12 53**	**8 25**	..	..	**4 50**	**9 0**	**12 53**	**6 9**	**4 10**	**2 9**	**10 8**	**18 8**	**26 8**	**10 8**
61½	Lakenheath	..	..	9 27	..	..	6 36	..	..	8 36	..	..	5 1	9 12	..	8 6	7 0	5 3	..	..	..	..
67	Mildenhall Road.....	..	..	9 40	..	..	6 51	..	1 9	8 50	..	..	5 15	9 30	1 9	10 0	7 9	5 10	..	..	..	..
—	**Melton** ....dep	..	..	6 25	8 40	11 55	3 23	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
—	Oakham	..	..	7 1	9 21	12 35	3 50	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
—	116¾ **Stamford** ...	..	..	7 45	10 10	1 20	4 43	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
—	104¼ **Peterbro'** ..arr	..	..	8 15	10 50	2 0	5 20	..	..	..	..	..	..	..	..	17 6	14 0	10 6	28 0	49 0	70 0	35 6
—	— Ditto .....dep	.. 6	0	8 20	11 56	2 15	5 40	..	..	8 35	..	..	3 50	..	..	..	..	..	..	..	..	..
—	98½ **Whittlesea**...	.. 6	11	8 33	12 9	2 31	5 53	..	..	8 50	..	..	4 5	..	..	..	..	..	..	..	..	..
—	96½ Eastrea.....	..	..	8 38	..	2 36	..	..	..	8 55	..	..	4 10	..	..	..	..	..	..	..	..	..
—	98¼ **Wisbeach.** dep	.. 6	10	8 30	12 5	2 35	5 45	..	..	7 20	..	..	4 5	..	..	..	..	..	..	..	..	..
—	89¼ **March** ....arr.	.. 6	35	8 55	12 30	3 0	6 11	..	..	7 45	..	..	4 28	..	..	..	..	..	..	..	..	..
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21

		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
		mrn	mrn	morn	aft.	aft.	aft.	aft.	morn	mrn			aft.	aft.	morn	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
—	89¼ **March**.....dep	..	6 35	8 55	12 30	3 0	6 11	..	..	7 45	..	..	4 28	..	..	..	..	..	..	..	..	..
—	85 Wimblington	..	M	9 5	..	3 12	6 22	..	..	7 56	..	..	4 40	..	..	..	..	..	..	..	..	..
—	81¼ Chatteris	..	6 55	9 12	12 50	3 27	6 33	..	..	8 7	..	..	4 50	..	..	..	..	..	..	..	..	..
—	76 Somersham	..	7 11	9 30	..	3 43	6 49	..	..	8 23	..	..	5 7	..	..	..	..	..	..	..	..	..
—	Huntndn. Br. 108½ **Huntndn.**d	..	**7 10**	**9 30**	**1 0**	**3 40**	**6 45**	..	..	**8 20**	..	..	**5 5**	..	..	..	..	..	..	..	..	..
—	103½ St. Ives ..arr	..	7 25	9 45	1 15	3 55	7 0	..	..	8 35	..	..	5 20	..	..	..	..	..	..	..	..	..
—	— St. Ives ..dep	..	7 28	9 49	1 20	4 0	7 5	..	..	8 40	..	..	5 24	..	..	..	..	..	..	..	..	..
—	100½ Swavesey	..	7 35	9 57	1 27	4 8	7 12	..	..	8 49	..	..	5 32	..	..	..	..	..	..	..	..	..
—	98½ Lng.Stantn...	..	7 40	10 3	..	4 14	..	..	..	8 56	..	..	5 38	..	..	..	..	..	..	..	..	..
—	95½ Oakington....	..	7 46	10 10	M&S	4 21	7 23	..	..	9 4	..	..	5 45	..	..	..	..	..	..	..	..	..
—	93½ Histon	..	..	10 16	..	4 27	..	..	..	9 11	..	..	5 51	..	..	..	..	..	..	..	..	..
—	88¾ **Cambdg**arr.	..	8 4	10 29	1 53	4 40	7 37	..	..	9 25	..	..	6 5	..	..	14 6	11 6	8 6	23 0	40 6	58 6	29 6
74	**Ely**	1&2	7 31	9 59	1 23	4 10	7 10	1120	1 25	9 8	..	..	5 34	9 55	1 25	11 6	9 0	6 9	18 0	31 6	45 0	22 6
83¾	Waterbeach.....	clss.	..	10 19	1 43	4 34	..	..	1 47	9 31	..	..	5 59	1025	1 47	13 0	10 6	8 0	..	..	..	..
88½	**Cambridge** ....arr.	mrn	8 9	10 33	1 58	4 47	7 43	1130	1 59	9 45	..	..	6 11	1045	1 59	14 6	11 6	8 6	23 0	40 6	58 6	29 6
—	**Cambridge**....dep.	**7 15**	**8 17**	**10 41**	**2 6**	**4 55**	**7 49**	..	**2 7**	**9 55**	..	..	**6 19**	..	**2 7**	..	..	..	..	..	..	..
92	Shelford	7 26	..	10 50	..	5 5	7 57	..	..	10 5	..	..	6 31	..	..	15 0	12 0	9 0	..	..	..	..
96	Whittlesford	7 36	..	11 0	..	5 16	8 8	..	..	1017	..	..	6 41	..	..	16 0	12 9	9 6	..	..	..	..
98½	**Chesterford**	7 43	8 36	11 9	2 25	5 24	8 15	..	2 30	1026	..	..	6 48	..	2 30	16 6	13 6	9 9	26 0	46 0	65 6	33 0
102½	**Wenden**	7 55	8 47	11 21	2 40	5 35	8 27	..	2 38	1038	..	..	7 2	..	2 38	17 0	13 9	10 3	27 6	48 0	69 6	35 0
104¾	Newport	8 3	..	11 27	..	5 40	..	..	2 43	1044	..	..	7 9	..	2 43	17 6	14 0	10 6	..	..	..	..
109	Elsenham	8 15	..	11 42	..	5 55	8 41	..	..	1058	..	..	7 25	..	..	18 6	14 9	11	29 6	52 0	74 6	37 0
110¾	Stanstead	8 23	..	11 49	..	6 2	..	..	..	11 4	..	..	7 31	..	..	19 0	15 3	11 4	..	..	..	..
113¾	**Bishp.Stortfd**....	**8 30**	**9 10**	**11 58**	**3 56**	**6 13**	**8 53**	..	**3 5**	**1114**	..	..	**7 41**	..	**3 5**	**19 6**	**15 6**	**11 9**	**31 6**	**54 6**	**78 6**	**39 6**
117¼	Sawbridgworth	8 40	..	12 7	..	6 24	..	..	3 14	1126	..	..	7 55	..	3 14	20 6	16 3	12 2	..	..	..	..
119½	**Harlow**	8 47	..	12 13	..	6 31	9 7	..	3 19	1134	..	..	7 59	..	3 19	21 0	16 9	12 6	33 6	58 6	83 6	42 0
121½	Burnt Mill	8 53	..	12 19	..	6 37	..	..	..	1140	..	..	8 5	..	..	21 0	17 0	12 9	..	..	..	..
124	Roydon	9 0	..	12 24	..	6 45	..	..	..	1149	..	..	8 13	..	..	21 6	17 6	13 0	34 6	60 6	86 6	43 6
127	**Broxbourne**	9 19	9 30	12 35	3 30	6 57	9 23	..	3 36	1159	..	..	8 22	..	3 36	22 6	17 9	13 4	36 0	62 6	89 6	45 0
129¾	Cheshunt	9 24	..	12 40	..	7 5	..	..	..	12 8	..	..	..	..	..	23 0	18 3	13 9	..	..	..	..
131¼	**Waltham**	**9 28**	..	12 44	..	**7 10**	**9 32**	..	**3 46**	**1213**	..	..	**8 34**	..	**3 46**	**23 0**	**18 6**	**14 0**	**37 0**	**65 0**	**93 6**	**47 0**
134⅜	**Pondr's Ed**.....	..	..	..	..	7 19	..	..	..	1223	..	..	..	..	..	24 0	19 0	14 4	38 0	66 6	95 6	48 0
136	Edmonton	..	..	..	..	7 24	..	..	..	1229	..	..	..	..	..	24 0	19 3	14 6	..	..	..	..
136½	Marsh Lane	..	..	..	..	7 27	..	..	..	1232	..	..	..	..	..	24 0	19 3	14 6	..	..	..	..
138½	**Tottenham**.....	..	..	..	..	7 32	9 48	..	..	1238	..	..	..	..	..	24 6	19 9	14 10	39 6	69 0	99 6	50 0
140½	Lea Bridge	..	..	..	..	7 39	..	..	..	1245	..	..	..	..	..	25 0	20 0	15 0	..	..	..	..
142¾	Stratford	9 50	9 55	1 10	4 5	7 45	9 58	..	..	1252	..	..	9 10	..	..	25 6	20 6	15 3	41 0	71 6	102 6	51 6
145	Mile End	..	..	..	..	..	..	..	..	1 2	..	..	..	..	..	26 6	21 0	15 9	..	..	..	..
146	**London** .....arr.	**10 0**	**1015**	**1 25**	**4 20**	**8 0**	**10 15**	..	**4 26**	**1 15**	..	..	**9 40**	..	**4 25**	**26 6**	**21 0**	**15 9**	**42 0**	**73 6**	**105**	**52 6**

EXTRA ON SUNDAYS.—at 8¾ p.m., from Yarmouth to Norwich.

* Leaves Yarmouth at 12¼ p.m. on Saturdays, Reedham at 12 35.

Third class Carriages to all except the express trains, on the Huntingdon, Stamford, and Wisbeach Branches.

On Saturdays a market train from Cambridge at 6¾ morn., and Dereham at 9 morn. to Norwich, calling at intermediate stations.

C. P. Roney, Sec. **HERTFORD BRANCH.—Eastern Counties.** Owen Williams, Storekeeper.

26

WEEK DAYS.

From Lndn.	FROM	1 1&2 clss.	2 1,2,3 Chp.	3 1,2,3 class	4 1,2,3 class	5 1 2 3 class.	6 1 2 3 cls.	7 1,2 cls.	8 1 2 3 cls.	9 1 2 3 cls.	10 1 2 3 cls.	11 1&2 cls.	12 1 2 3 cls.
Mls		mrn	morn	mon	noon	aft.	aft.	aft.	aft.	aft.	aft.	aft	aft.
	London	7 0	9 †0	10 30	12 0	3*20	4 30	5 †0	5 15	6 15	7 30	8 40	9 0 ..
1	Mile End	..	9 2	10 32	..	..	..	..	..	6 17	..	..	.. ..
3½	Stratford	..	9 13	10 43	12 11	3 31	4 41	..	5 26	6 28	7 43	..	9 11 ..
5½	Lea Bridge	..	9 20	10 50	12 18	3 39	4 47	..	5 33	6 35	7 50	..	9 18 ..
7½	Tottenham	7 18	9 26	10 56	12 24	3 45	4 54	..	5 40	6 41	7 56	..	9 24 ..
9	Marsh Lane....	..	9 30	11 0	12 28	3 50	4 59	..	5 45	6 45	8 0	..	9 28 ..
9½	Edmonton	..	9 34	11 4	12 32	3 52	5 2	..	5 48	6 49	8 4	..	9 32 ..
11½	Ponder's End..	..	9 41	11 11	12 39	3 58	5 7	..	5 54	6 56	8 11	..	9 39 ..
14½	Waltham	7 35	9 48	11 18	12 45	4 7	5 15	5 30	6 3 7	5	8 18	9 10	9 45 ..
16½	Cheshunt.....	..	9 53	..	..	..	5 20	5 34	..	7	9 8	22	.. .. ..
19	**Broxbourne**	7 45	10 0	11 30	..	4 17	5 40	5 45	6 19	7 14	8 30	9 25	.. ..
20½	Rye House	..	10 5	11 35	..	4 21	..	..	6 24	7 19	8 35	..	.. ..
22	St. Margaret's..	7 58	10 12	11 42	..	4 25	..	5 55	6 31	7 26	8 42	9 35	.. ..
24½	Ware.....	8 5	10 20	11 50	..	4 31	..	6 2	6 38	7 34	8 49	9 41	.. ..
26	**Hertford**....	8 15	10 40	12 10	..	4 40	..	6 20	6 55	7 45	9 0	9 50	.. ..

SUNDAYS.

1 1,2,3 Chp.	2 1, 2 class	3 1 2 3 cls.	4 1 2 3 cls.	5 1 2 3 cls.	6 1,2,3 class
morn	morn	aft.	aft.	aft.	aft.
9 0	10 30	2 0	6 30	7 0	9 0 ..
9 3	10 33	2 3	6 32	7 2	9 2 ..
9 15	10 45	2 14	6 44	7 14	9 14 ..
9 23	10 53	2 21	6 50	7 21	9 21 ..
9 32	11 2	2 29	6 59	7 29	9 29 ..
9 40	11 10	2 34	7 6	7 36	9 36 ..
9 45	11 15	2 38	7 11	7 41	9 41 ..
9 54	11 24	2 47	7 18	7 48	9 48 ..
10 5	11 45	2 58	7 25	7 54	9 54 ..
10 12	..	3 4	..	7 59	9 59 ..
10 22	..	3 15	..	8 9	10 9 ..
10 27	..	..	..	..	10 14 ..
10 35	..	..	..	8 17	10 20 ..
10 41	..	..	..	8 22	10 30 ..
11 0	..	..	..	8 35	10 45 ..

FARES.

1st cls.	2nd cls.	3rd cls.
s. d.	s. d.	s. d.
.. ..	.. ..	.. ..
0 4	0 3	0 2
0 6	0 4	0 3
0 8	0 6	0 4
0 10	0 8	0 6
1 3	1 0	0 9
2 0	1 6	1 0
2 6	1 9	1 3
3 3	2 1	1 7
3 8	2 6	1 10
4 6	3 0	2 1
4 6	3 0	2 2

WEEK DAYS.

From Hrt.	FROM	1 1 2 3 cls.	2 1 2 3 chp.	3 1,2 cls.	4 1,2,3 class	5 1,2,3 class	6 1,2,3 class	7 1 2 3 cls.	8 1 2 3 class.	9 1 2 3 cls.	10 1 & 2 class
Mls		mrn	mrn	mrn	morn	morn	aft.	aft.	aft.	aft.	aft.
	Hertford.....	7 20	8 5 9	0	..	11 0	..	3 30	5 0	8 0	9 0 ..
1½	Ware.....	7 25	8 10 9	5	..	11 5	..	3 35	5 5	8 5	9 5 ..
4	St. Margaret's	7 30	8 16 9	11	..	11 11	..	3 41	5 11	8 11	9 10 ..
5¼	Rye House	..	8 20	..	..	11 14	..	3 45	..	8 14	.. ..
7	**Broxbourne** for Hoddesdon	7 40	8 27	9 19	9 50	11 24	..	3 49	5 19	8 24	9 23 ..
9¾	Cheshunt.....	..	8 33	9 24	..	..	..	3 54	..	8 29	.. ..
11½	Waltham	7 50	8 42	9 28	10 0	11 34	1 0	3 59	5 29	8 34	9 32 ..
14½	Ponder's End.....	7 58	8 50	..	10 8	11 43	1 8	4 8	5 38	8 43	.. ..
16½	Edmonton	8 4	8 56	..	10 14	11 48	1 14	4 14	5 44	8 48	.. ..
17	Marsh Lane.....	8 6	8 58	..	10 16	11 50	1 16	4 16	5 46	8 50	.. ..
18½	Tottenham	8 11	9 3	..	10 20	11 55	1 21	4 21	5 51	8 55	.. ..
20½	Lea Bridge	8 17	9 9	..	10 25	12 0	1 27	4 27	5 57	9 0	.. ..
22⅜	Stratford	8 23	9 15	9 50	10 33	12 8	1 35	4 35	6 5	9 8	9 58 ..
25	Mile End	..	..	..	10 42	12 17	..	..	..	9 17	.. ..
26	**London** .... arrival.....	8 45	9 35	10 0	10 55	12 30	1 50	4 50	6 20	9 30	10 15 ..

SUNDAYS.

1 1,2,3 Chp.	2 1 2 3 cls.	3 1 2 3 cls.	4 1 2 3 cls.	5 1 2 3 class.
morn	aft.	aft.	aft.	aft
8 30	..	6 30	..	8 50
8 36	..	6 36	..	8 55
8 42	..	6 42	..	9 0
8 45	..	6 45	..	9 3
8 55	..	6 55	..	9 12
9 0	..	7 0	..	9 22
9 6	5 0	7 6	8 45	9 32
9 17	5 9	7 17	8 54	9 43
9 24	5 15	7 24	9 0	9 50
9 29	5 17	7 29	9 2	9 55
9 35	5 22	7 35	9 7	10 0
9 45	5 27	7 45	9 12	10 8
9 51	5 35	7 51	9 20	10 16
9 57	5 44	7 57	9 29	10 22
10 10	6 0	8 20	9 45	10 35

FARES.

1st cls.	2nd cls.	3rd cls.
s. d.	s. d.	s. d.
.. ..	.. ..	.. ..
0 5	0 4	0 2
0 10	0 7	0 4
0 10	0 7	0 4
0 10	0 7	0 4
1 6	1 0	0 7
.. ..	.. ..	.. ..
2 6	1 6	1 0
3 3	2 0	1 3
3 6	2 6	1 5
3 8	2 6	1 5
3 9	2 7	1 7
3 9	2 7	1 7
3 8	2 6	1 5
3 9	2 6	1 6
3 9	2 7	1 7
3 8	2 6	1 5
3 8	2 6	1 5
3 9	2 7	1 7
3 9	2 7	1 7
3 9	2 7	1 7

LONDON, STRATFORD, and CHELMSFORD, to COLCHESTER and BURY.—Eastern Counties.

J. Samuel, Res. Eng.—J. Hunter, Locomotive Superintendent.—Thos. Scott, Superintendent of the Line.—Coach Supt., G. Richardson.

DOWN TRAINS.

Miles.	STATIONS. TRAINS LEAVE	1, 2, 3 Chp.	Mail 1,2cls	1,2,3 clss.	1&2 clss.	1&2 cls.	1 2 3 cls.	1 & 2 Mail.	1 & 2 class.
	LONDON } **Shoreditch** .... }	morn	morn	aft.	aft.	aft.	aft.	aft.	aft.
		8 10	11 0	1 30	3 0	4 45	6 30	8 30	10 15
1	Mile End	8 13	..	1 34	..	..	..	..	..
3¾	**Stratford**	8 25	11 10	1 43	..	4 56	6 40	8 40	10 30
5	Forest Gate	8 30	..	1 47	..	5 0	6 44	..	..
7	Ilford	8 38	11 17	1 56	3 18	5 7	6 51	8 46	..
12	Romford	8 52	11 28	2 11	3 30	5 22	7 8	8 54	..
17¾	Brentwood	9 7	11 45	2 26	3 45	5 38	7 25	9 11	..
19¾	Shenfield	9 14	..	2 33	..	..	7 32	..	..
23¼	Ingatestone	9 23	11 56	2 42	W	5 55	7 42	9 35	..
29¼	**Chelmsford**	9 40	12 10	3 0	4 5	6 10	8 0	9 48	..
35½	Hatfield	9 57	..	..	..	6 25	..	..	..
38¼	Witham	10 5	12 30	..	4 22	6 37	..	10 13	..
41¾	Kelvedon	10 17	12 40	..	4 30	6 48	..	10 23	..
46¼	Marks Tey	10 30	12 50	..	..	6 59	..	..	..
51¼	**Colchester**	10 45	1 5	..	4 50	7 15	..	10 49	..
—	**Ipswich**	11 33	1 56	..	5 47	8 5	..	11 39	..
—	**Bury St. Edmnds.**	12 55	3 10	..	6 53	9 19	..	..	..

Stopping at Mile End when required; also on Sundays.

SUNDAYS.

1,2,3 chp.	1, 2, 3 class.	1, 2, 3 cls	1,2,3 cls.	1 & 2 Mail.
morn	morn	aft.	aft.	aft.
7 15	8 0	9 45	2 45	6 0
7 20	8 5	9 49	2 49	6 3
7 30	8 15	9 58	2 58	6 13
7 35	8 20	10 1	3 1	6 17
7 45	8 30	10 7	3 7	6 26
8 0	8 46	10 22	2 22	6 39
8 20	9 6	10 40	3 40	6 55
8 27	9 13	10 46	3 46	7 1
8 37	9 23	10 55	3 55	7 12
8 50	9 38	11 36	4 30	7 27
..	9 51	..	..	7 41
..	10 4	..	..	7 51
..	10 15	..	..	8 2
..	10 26	..	..	8 13
..	10 50	..	..	8 35
..	11 43	..	..	9 27
..	1 5	..	..	10 52

FARES.

1 Cl.	2 Cl.	3 cls. chp.
s. d.	s. d.	s. d.
6 0	8 30	..
..	..	..
6 3	..	..
6 6	8 40	..
6 13	8 40	..
6 17	..	..
6 26	8 46	..
6 39	8 54	..
6 55	9 11	..
7 1	..	..
7 12	9 35	..
7 27	9 48	..
7 41	..	..
7 51	10 13	..
8 2	10 23	..
8 13	..	..
8 35	10 49	..
9 27	11 39	..
10 52	..	..

Horses.

1	2	3
s. d.	s. d.	s. d.
5 0	3 0	1 ..
..	..	..
5 0	3 0	1 ..
5 0	3 0	1 ..
5 0	3 0	1 ..
5 0	3 0	1 ..
5 0	3 0	1 ..
5 0	3 0	1 ..
5 0	3 0	1 ..
5 0	3 0	1 ..
5 0	3 0	1 ..
5 0	3 0	1 ..
5 0	3 0	1 ..
5 0	3 0	1 ..
5 0	3 0	1 ..
5 0	3 0	1 ..
5 0	3 0	1 ..
5 0	3 0	1 ..
5 0	3 0	1 ..

UP TRAINS.

Mile.s	STATIONS. TRAINS LEAVE	1 & 2 Mail.	1 2 3 cls.	1&2 clss.	1 & 2 Mail.	1 & 2 class	1, 2, 3 cls	1,2,3 chp.	1,2,3 chp.
—	**Bury St. Edm.**	..	.	6 0	9 0	12 10	..	4 0	6 0
—	**Ipswich**	1 20	..	7 0	10 10	1 30	..	5 18	7 20
—	**Colchester**	2 11	*	7 45	11 0	2 20	..	6 20	8 20
5	Marks Tey	..	..	7†56	..	2 29	..	6 31	..
9½	Kelvedon	2 37	..	8 9	11 22	2 41	..	6 44	..
13	Witham	2 47	..	8 20	11 32	2 51	..	6 57	..
15½	Hatfield	..	..	8†29	Fri.	..	..	7 7	..
22	**Chelmsford**	3 12	7 40	8 45	11 54	3 8	4 25	7 22	..
28	Ingatestone	3 26	7 55	8 58	12 8	3 25	4 40	7 39	..
31½	Shenfield	..	8 7	..	..	..	4 50	7 52	..
33½	Brentwood	3 41	8 15	9 13	12 23	3 39	5 0	7 58	..
39½	Romford	3 57	8 32	9 30	12 39	3 55	5 15	8 14	..
44½	Ilford	4 12	8 43	9 43	12 49	4 8	5 25	8 29	..
46½	Forest Gate	..	8 49	..	..	..	5 30	8 37	..
47½	**Stratford**	4 22	8 56	9 52	12 58	4 19	5 40	8 47	..
50½	Mile End	..	..	..	Wed.	..	..	8 58	..
51¼	**London** arr	4 30	9 10	10 5	1 12	4 35	6 0	9 5	..

SUNDAYS.

1 & 2 mail.	1 2 3 clss.	1, 2, 3 chp.	1, 2, 3 cls	1, 2, 3 cl.	1, 2, 3 cls
morn	mrn	morn	aft.	aft.	aft.
..	..	7 10	..	3 0	..
1 20	..	8 36	..	4 21	7 30
2 11	..	9 30	..	5 15	8 18
..	..	9 41	..	5 25	..
2 37	..	9 52	..	5 37	..
2 47	..	10 7	..	5 47	..
..	..	10 17	..	5 57	p.m.
3 12	9 0	10 32	12 30	6 11	8 0
3 26	9 13	10 49	12 50	6 29	8 20
..	9 23	11 2	1 0	..	8 30
3 41	9 30	11 8	1 5	6 45	8 35
3 57	9 45	11 24	1 23	7 3	8 53
4 12	9 55	11 39	1 38	..	9 8
..	10 0	11 47	1 44	..	9 14
4 22	10 10	12 1	1 47	7 15	9 17
..	..	12 8	1 56	..	9 26
4 30	10 30	12 15	2 10	7 30	9 45

Fares.

1 Cls.	2 Cls.	3 Cls. chp.
s. d.	s. d.	s. d.
..	..	..
5 6	3 6	2 2½
7 0	4 6	3 6
7 0	4 6	3 7
8 0	5 2	4 0
..	..	..
9 0	5 9	4 4½
9 6	6 4	8 16
10 6	7 2	4 10½
..	..	..
10 6	7 2	4 10½
11 6	8 0	5 5
13 2	9 0	5 11
..	..	..
13 2	9 0	5 11
14 6	10 0	6 4½
15 6	11 0	6 10
15 6	11 0	6 10
16 8	11 9	7 3
17 3	12 0	7 5
..	..	..
17 3	12 0	7 5
17 3	12 3	7 6½
18 0	13 0	7 9
..	..	..
18 0	13 0	7 9

Horses.

1	2	3
s. d.	s. d.	s. d.
..	..	..
9 0	15 0	22 0
15 0	25 0	37 0
..	..	..
16 0	27 0	39 6
16 0	27 0	39 6
..	..	..
19 0	32 6	47 0
..	..	..
..	..	..
23 0	39 6	57 0
25 0	43 0	62 0
26 6	46 0	66 6
..	..	..
28 0	47 6	69 0
..	..	..
30 0	50 0	70 0

* From Colchester on Mondays at 6.35 morn., calling at all except Mile End Station.
The Black lines under certain arrivals show that those trains run no further.
† Does not call at Marks Tey or Hadleigh on Mondays
1st and 2nd class Day Tickets issued to London.

BURY, IPSWICH, and HADLEIGH to COLCHESTER and LONDON.—Eastern Union.

J. C. Cobbold, M.P., Chairman.—J. F. Saunders, Sec.—P. Bruff, Engineer.—J. S. Martin, Superintendent.—J. Footman, Mang. Director.

UP TRAINS.

Miles.	STATIONS. TRAINS LEAVE	1 & 2 Mail.	1 & 2 class.	1 & 2 Mail.	1 & 2 class.	1, 2, 3 chp.	1, 2, 3 chp.
	Bury St. Edmnds	..	6 0	9 0	12 10	4 0	6 0
4	Thurston	..	6 9	9 10	12 21	4 11	6 11
9	Elmswell	..	6 21	9 22	12 33	4 24	6 24
11	Haughley Road	..	..	9 28	12 39	4 30	6 30
15	Stowmarket	..	6 32	9 37	12 51	4 41	6 41
18	Needham	..	6 40	9 45	1 0	4 50	6 50
22	Claydon	..	..	9 52	1 8	4 58	6 58
24	Bramford	..	..	9 56	1 13	5 3	7 3
27	**Ipswich**	1 20	7 0	10 10	1 30	5 18	7 20
Hadleigh Branch. 39¼	**Hadleigh** arr	..	..	10 47	2 10	5 59	..
—	Ditto dep	..	..	9 55	1 17	5 6	..
37	Raydon ad	..	..	10 1	1 24	5 13	..
34½	Capel ad	..	..	10 10	1 33	5 22	..
32	Bentley	..	7 13	10 22	1 44	5 33	7 41
36	Manningtree	1 45	7 23	10 32	1 52	5 47	7 51
40	Ardleigh	..	7 33	10 44	2 3	5 59	8 6
43¾	**Colchester** arr.	2 11	7 43	10 55	2 15	6 15	8 20
95	**London** „	4 30	10 5	1 12	4 35	9 5	..

SUNDAYS.

1 & 2 mail.	1, 2, 3 chp.	1,2, 3 class.	1,2,3 clss
morn	morn	aft.	aft.
..	7 10	3 0	..
..	7 23	3 11	..
..	7 38	3 24	..
..	7 44	3 30	..
..	7 56	3 41	..
..	8 6	3 51	..
..	8 16	4 1	..
..	8 22	4 7	..
1 20	8 36	4 21	7 30
..	..	..	..
..	..	..	..
..	..	..	..
..	8 51	4 36	7 45
1 45	9 2	4 47	7 56
..	9 14	5 0	8 8
..	9 25	5 10	8 18
4 30	12 15	7 30	..

FARES from Bury.

1 Cls.	2 Cls.	chp.
s. d.	s. d.	s. d.
..	..	..
..	..	..
6 10	0 6	0 4
1 10	1 2	0 8½
2 4	1 4	0 11
3 0	1 10	1 2½
3 8	2 4	1 5½
4 6	2 10	1 9½
5 0	3 0	1 11½
5 6	3 6	2 2½
..	..	..
7 6	4 10	3 0
..	..	..
..	..	..
7 0	4 6	2 11
6 6	4 2	2 9
6 6	4 2	2 8
7 0	4 6	2 11½
7 0	4 6	3 3
7 0	4 6	3 7
18 0	13 0	7 10

RATES HORSES.

1 Cls.	2 Cls.	3 Cls.	Carriags.
s. d.	s. d.	s. d.	s. d.
..	..	..	..
..	..	..	..
4 0	5 0	6 0	5 0
5 0	6 0	8 0	5 0
5 0	7 6	9 6	8 0
6 0	10 0	15 0	10 0
6 0	10 0	15 0	10 0
8 0	12 0	18 0	12 0
..	..	..	..
9 0	15 0	22 0	15 0
..	..	..	..
..	..	..	..
..	..	..	..
12 6	21 0	30 0	12 0
..	..	..	..
12 6	21 0	30 0	19 6
13 0	22 0	31 0	20 0
14 0	23 0	35 0	21 6
15 0	25 0	37 0	23 6
29 0	50 0	72 6	45 0

DOWN TRAINS.

Miles	STATIONS.	1, 2, 3 chp.	1, 2, 3 chp.	1 & 2 Mail.	1 & 2 class.	1 & 2 class.	1 & 2 Mail.
	London .... departure.	..	8 10	11 0	3 0	4 45	8 30
51¼	**Colchester**	8 0	10 50	1 10	4 55	7 20	10 49
55	Ardleigh	8 11	11 0	1 22	5 8	7 30	11 2
	Manningtree	8 22	11 11	1 34	5 20	7 42	11 15
63	Bentley	8 33	11 20	1 44	5 33	7 53	..
Hadleigh Branch. 64¾	Capel ad	..	11 31	1 55	5 44	..	..
67½	Raydon ad	..	11 40	2 4	5 53	..	..
69¾	**Hadleigh** a	..	11 46	2 10	5 59	..	..
—	Ditto d	..	10 54	1 17	5 6	..	..
68	**Ipswich**	8 47	11 33	1 56	5 47	8 5	11 39
71	Bramford	9 0	11 45	2 7	..	8 16	..
73	Claydon	9 6	11 51	2 12	..	8 21	..
77	Needham	9 18	12 1	2 21	6 4	8 29	..
80	Stowmarket	9 27	12 10	2 29	6 12	8 38	..
84	Haughley Road	9 38	12 21	2 39	6 22	8 48	..
86	Elmswell	9 44	12 29	2 44	6 27	8 53	..
91	Thurston	9 59	12 42	2 58	6 41	9 7	..
95	**Bury St. Edmonds**	10 12	12 55	3 10	6 53	9 19	..

SUNDAYS.

1,2,3 chp.	1, 2, 3 class.	1 & 2 Mail.
morn	aft.	aft.
8 0	6 0	8 30
10 55	8 40	10 49
11 7	8 51	11 2
11 19	9 2	11 15
11 29	9 13	..
..	..	..
..	..	..
..	..	..
..	..	..
11 43	9 27	11 39
11 55	9 42	..
12 1	9 48	..
12 11	9 58	..
12 20	10 7	..
12 31	10 18	..
12 37	10 24	..
12 52	10 39	..
1 5	10 52	..

FARES

1 Cls.	2 Cls.	chp.
s. d.	s. d.	s. d.
..	..	..
11 0	8 6	4 3
12 3	9 2	4 7
13 0	9 10	4 10½
14 0	10 6	5 2
..	..	..
..	..	..
..	..	..
..	..	..
..	..	..
14 0	11 6	5 8
..	..	..
..	..	..
14 6	11 0	5 7½
15 6	11 4	5 10½
16 0	11 8	6 0½
16 10	12 2	6 4½
17 6	12 6	6 7½
18 0	13 0	6 11
18 0	13 0	7 1½
18 0	13 0	7 6
18 0	13 0	7 10

HORSES.

1 Cls.	2 Cls.	3 Cls.	Carriags
s. d.	s. d.	s. d.	s. d.
..	..	..	..
..	..	..	..
17 0	30 0	43 0	21 6
18 0	32 0	46 0	23 6
21 0	37 0	52 0	26 6
21 6	38 0	53 0	27 0
..	..	..	..
..	..	..	..
..	..	..	..
..	..	..	..
..	..	..	..
23 0	40 0	58 0	30 0
..	..	..	..
..	..	..	..
23 0	40 0	58 0	30 0
..	..	..	..
27 0	45 0	64 0	35 0
27 0	46 0	66 0	38 0
29 0	48 0	70 0	40 0
29 0	50 0	72 6	45 0
29 0	50 0	72 6	45 0
29 0	50 0	72 6	45 0
29 0	50 0	72 6	45 0

Passengers taking day tickets, and alighting at intermediate Stations, are not allowed to resume their journey onwards, except on payment of the ordinary fare.

* First Class. ** First and Second Class. † For coach in connexion with this station, see page 99.

London, Rugby, Tamworth, Birmingham, Crewe, Manchester, Chester, Liverpool, Carlisle, Glasgow, Berwick, Newcastle, and Edinburgh.

Sup., H. P. Bruyeres. Man. of Gds., T. C. Mills, London

Down from London.

Via Trent Vlly	Via Birmgham		To L'pool & Manch.	To L'pool and Manchr.	3 class. to B.L.&M.	To Birmingham	To L'pool & Manch.	To Edinb & Glsgw	To Rugby & Newcs'l	Exp Rugby & Edin.	EXP M Birm. Wolvn L.&M.	Rugby & Edinbro'	To Birm., L. & Man	To Trtng.	To Birm. & Stafrd.	To Birmingham	Bletchley & Bedford	To Rugby & Leeds	EXP. Birm Whmt. L. & M.	To Trtng	To Birmingham.	To Wolverton	MAIL. To Birm. L. & Man.	To Rugby & Edinburgh.
Mils.	Mls		mrn.	mrn	mrn.	mrn.	mrn.	mrn	mrn.	mrn	morn.	mrn.	mrn.		mrn	aft.	aft.	aft.	aft.	aft.	aft.	aft.	aft.	aft.
		LONDON .. depart	* *	*	* *	6 15	6 45	7 15	8 50	9 0	9 5	9 30	10 0	10 30	11 0		11 30	12 15	2 0	3 30	4 0	* 0	5 5	5 30	6 0	8 45	9 0
							7 3			*	*			* *			11 47	**	2 17	**	**		5 22	**	6 17	**
6½	..	Willesden	..	..	..	..	7 6	..	..	Exp.	..	..	..	..	..		11 52	..	2 22	..	..	..	5 27	..	6 22	..
8¼	..	Sudbury	..	..	..	..	7 11	..	..	..	..	..	..	..	..		11 59	12 38	2 29	3 52	..	..	5 34	..	6 32	..
11½	..	Harrow	..	..	..	..	7 22	7 38	..	..	..	..	..	..	..		12 10	..	2 40	..	..	..	5 45	..	6 46	..
13¾	..	Pinner	..	..	..	..	7 24	..	..	..	9 22	..	..	..	..		12 4	..	2 34	..	..	..	5 39	..	6 38	..
16¼	..	Bushey	..	..	..	..	7 29	..	..	..	..	..	..	..	..		12 10	..	..	..	..	..	5 45	..	6 46	..
17½	..	WATFORD	..	..	..	6 50	7 40	7 55	..	..	9 35	..	..	11 5	11 38		12 15	12 54	2 45	..	4 30	..	5 48	6 8	6 52	9 15
21	..	Kings Langley	..	..	..	..	7 52	S 2	..	..	..	..	..	..	..		12 21	..	..	..	..	..	5 53	..	7 0	..
24½	..	Boxmoor	..	..	..	..	8 4	8 14	..	..	..	..	..	..	..		12 34	1 12	3 4	4 18	..	..	6 5	..	7 13	..
28	..	Birkhampstead	..	..	..	..	8 30	8 24	..	..	..	..	..	..	..		12 44	..	3 13	..	4 52	..	6 15	6 27	7 23	..
31½	..	TRING	..	..	..	7 25	8 45	8 34	9 39	..	..	10 15	10 55	11 37	12 15		12 55	1 28	3 22	4 32	..	..	6 30	6 40	7 35	9 53
36¼	..	Cheddington	..	..	..	..	8 57	..	..	..	..	..	..	..	..		..	..	..	..	..	..	..	..	..	..
43¼	..	Aylesbury Junc	..	..	..	..	..	9 15	..	..	..	..	..	12 10	..		..	..	5 0	..	..	..	..	..	8 12	..
40½	..	LEIGHTON	..	..	..	7 45	9 15	8 54	9 45	10 5	10 20	..	..	..	12 36		..	1 50	3 42	4 52	5 12	..	..	7 0	7 52	..	10 22
..	..	Dunstable	..	..	..	..	..	8 10	..	..	..	..	..	..	..		..	..	..	..	..	..	..	..	..	..	..
46¾	..	Bletchley	..	..	..	7 56	9 33	9 8	..	..	..	..	..	12 47	..		..	2 5	3 57	5 7	..	..	..	7 12	8 5	..	..
52½	..	WOLVERTON	..	..	..	8 10	9 50	9 24	10 10	..	10 45	..	11 34	12 20	1 2		..	2 20	4 12	..	5 40	6 23	..	7 25	8 20	10 40	10 48
60	..	Roade	..	..	..	..	10 8	9 49	..	..	..	..	..	..	..		..	..	4 40	..	..	..	..	..	..	..	..
63	..	BLISWORTH	..	..	..	8 44	10 15	9 56	..	10 40	11 15	..	..	12 48	1 35		..	2 52	4 47	..	6 10	..	..	7 58	..	..	..
69¾	..	Weedon	..	..	..	9 2	12 20	10 15	11 10	..	..	11 22	12 9	1 5	1 52		..	3 7	5 5	..	..	..	..	8 15	..	11 27	..
75½	..	Crick	..	..	..	..	12 39	10 31	..	..	..	..	..	..	..		..	..	5 24	..	..	..	..	..	..	..	..
82¾	..	RUGBY	8 5	..	8 15	9 35	1 0	10 50	11 40	..	12 0	11 45	12 34	1 35	2 25		..	3 42	5 40	..	6 50	7 12	..	8 50	..	11 58	12 5
..	89½	Brandon	..	..	8 30	..	1 20	11 25	..	..	..	..	..	..	..		..	..	5 55	..	..	..	..	9 5	..	..	..
..	94	COVENTRY	..	..	8 43	10 8	1 35	11 40	..	11 28	..	..	12 58	..	2 50		..	4 15	6 7	..	..	7 35	..	9 23	..	12 25	..
..	103½	Hampton	..	..	9 13	10 32	2 10	12 6	..	..	..	..	..	..	3 15		..	..	6 30	..	..	p.m	..	..	..	..	..
..	112¾	BRMNGHM arr	..	..	9 50	10 57	2 45	12 30	..	12 0	..	..	1 40	..	3 45		..	5 0	7 0	..	..	8 5	..	10 7	..	1 12	..
87½	..	Stretton	8 20	..	..	..	1 20	..	..	..	..	..	..	..	..		..	..	5 55	..	..	..	..	..	..	..	..
90	..	Shilton	8 26	..	..	..	1 30	..	..	..	..	..	..	..	..		..	..	6 4	..	..	..	..	..	..	..	..
92¾	..	Bulkington	8 31	..	..	..	1 40	..	..	..	..	..	..	..	..		..	..	6 9	..	..	..	..	..	..	..	..
96¼	..	Nuneaton	8 42	..	..	10 5	1 55	..	12 10	..	..	..	1 0	..	..		..	..	6 19	..	..	..	..	..	..	12 30	..
101¾	..	Atherstone	8 54	..	..	10 17	2 12	..	12 21	..	..	..	1 12	..	..		..	..	6 33	..	..	..	..	..	..	..	..
105¾	..	Polesworth	9 4	..	..	..	2 27	..	..	..	..	..	..	..	..		..	..	6 44	..	..	..	..	..	..	..	..
109¼	..	TAMWRTH	9 15	..	..	10 32	2 47	..	12 36	..	..	..	1 28	..	..		..	..	6 53	..	..	..	..	..	..	12 58	..
115¾	..	Lichfield	9 30	..	..	10 45	3 12	..	12 49	..	..	..	1 43	..	..		..	..	7 11	..	..	..	..	..	..	1 10	..
120½	..	Armitage	9 40	..	..	..	3 27	..	..	..	..	..	..	..	..		..	..	7 25	..	..	..	..	..	..	..	..
123¾	..	Rugeley	9 50	..	..	..	3 45	..	1 4	..	..	..	..	..	..		..	..	7 37	..	..	..	..	..	..	..	..
126½	..	Colwich	9 58	..	..	..	4 0	..	..	..	..	..	..	..	..		..	..	7 46	..	..	..	..	..	..	..	..
132½	..	STAFFRD ar.	10 10	..	..	11 23	4 30	..	1 30	..	..	..	2 12	p.m.	..		..	..	8 10	..	..	8 30	..	..	..	1 40	..
..	..	BRMNGHM dep	..	6 30	10 0	10 0	3 0	..	12 15	12 10	..	..	1 0	1 50	4 30		..	..	..	..	..	7 25	8 15	..	..	12 30	..
..	116	Perry Bar	..	6 40	..	..	3 10	..	..	..	..	..	..	..	4 35		..	..	..	..	..	..	..	..	..	..	..
..	119½	Newton Road	..	6 48	..	..	3 23	..	..	..	..	..	..	..	..		..	..	..	..	..	..	..	..	..	..	..
..	122	BESCOT	..	6 56	10 30	10 30	3 33	..	12 40	..	..	..	2 10	4 50	..		..	..	..	..	..	..	8 25	..	..	12 55	..
..	124½	Willenhall	..	7 4	..	..	3 40	..	12 47	..	..	..	2 17	..	..		..	..	..	..	..	..	8 32	..	..	..	..
..	126½	W'HAMPTON	..	7 12	10 45	10 45	3 50	..	12 53	..	..	..	1 28	2 24	5 0		..	..	..	..	..	7 50	8 40	..	..	1 5	..
..	132½	Four Ashes	..	7 30	..	..	4 6	..	..	..	..	..	..	..	..		..	..	..	..	..	..	..	..	..	..	..
..	134¾	Spread Eagle	..	7 36	..	..	4 13	..	..	..	..	..	..	..	..		..	..	..	..	..	..	..	..	..	..	..
..	136¾	Penkridge	..	7 44	11 0	11 0	4 20	..	..	..	..	..	..	..	5 22		..	..	..	..	..	..	..	..	..	..	..
13½	141¾	STFFRDshr.fr.Bir.	..	7 55	11 15	11 15	4 40	..	1 27	1 0	..	..	1 55	..	5 35		..	..	..	..	..	8 23	..	..	..	1 33	..
138¾	147½	Norton Bridge	..	8 15	..	..	4 59	..	1 44	..	..	..	2 25	..	5 49		..	..	..	..	..	..	..	..	..	..	..
..	..	Standon Bridge	To	8 24	..	..	5 12	..	..	..	..	..	..	..	..		..	..	..	..	..	..	..	..	..	..	..
146¾	155¾	WHITMORE ...	Liver	8 33	11 50	11 50	5 25	..	2 0	..	..	..	2 45	..	6 8		..	..	..	..	..	..	..	..	..	2 10	..
149¼	158¾	Madeley	pool.	8 40	..	..	5 38	..	..	..	..	..	..	..	..		..	..	..	..	..	..	..	..	..	..	..
154¾	164	Bagle ...	leaves	8 50	..	..	5 54	..	..	..	..	..	..	..	6 26		..	..	..	..	..	..	..	..	..	..	..
			1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24

Trent Valley.

Manchr. Line. Chesh. L.

			1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
			mrn.	mrn.	aft.	aft.	aft.	mrn.	aft.	aft.			aft.	aft.	aft.							aft.	aft.			morn.	
157¼	166½	CREWE .... arrival	6 50	8 57	12 26	12 20	6 2	local	2 40	1 27	—	—	3 8	local	6 35							9 10	local	..	..	2 35	
—	—	CREWE .. dep	7 15	9 2	12 35	12 35	6 40	10 50	3 23	1 42	—	—	3 23	—	6 40							9 10	..	..	..	2 53	
162	171½	SANDBCH...	7 30	9 12	12 45	12 45	6 55	11 0	3 35	—	—	—	3 35	—	6 55							..	..	..	..	3 8	
165½	174¾	HLMES C. ..	7 40	9 22	12 58	12 58	7 5	11 10	3 45	—	—	—	3 45	—	7 5							..	..	..	..	3 18	
171¾	181	CHELFRD ..	8 0	9 37	1 11	1 11	7 20	11 25	3 54	2 2	—	—	3 54	4 40	7 20							9 30	9 40	..	..	3 30	
174¾	183¾	Alderley	8 9	9 47	—	—	7 30	11 35	4 2	—	—	—	4 2	4 50	7 30							..	9 50	..	..	..	
176¾	185¾	Wilmslow	8 15	9 56	—	—	7 38	11 43	—	—	—	—	—	4 55	7 38							..	9 56	..	..	..	
177¾	186¾	Hanforth	8 20	10 2	—	—	7 45	11 50	—	—	—	—	—	5 0	7 45							..	9 55	..	..	..	
180¼	189¼	Cheadle	8 25	10 8	—	—	7 51	11 56	—	—	—	—	—	5 5	7 51							..	10 0	..	..	..	
182¾	191¾	STOCKPRT..	8 35	10 16	1 32	1 32	8 0	12 5	4 27	**	—	—	4 27	5 12	8 0							..	10 5	..	..	3 56	
183¾	192¾	HeatonNoris..	8 38	10 19	—	—	8 3	12 9	—	—	—	—	—	5 15	8 3							..	10 15	..	..	..	
185¾	194¾	Levenshlme..	8 45	10 26	—	—	8 10	12 15	—	—	—	—	—	5 21	8 10							..	10 24	..	..	..	
186¾	195¾	Longsight	8 50	10 31	—	—	8 15	12 20	—	—	—	—	—	5 26	8 15							..	10 30	..	..	..	
188¾	197¾	MANCHSTRa	9 0	10 40	1 50	1 50	8 25	12 30	4 45	2 30	—	—	4 45	5 35	8 25							10 0	10 40	..	..	4 11	
161	170¾	Nantwich	—	9 17	12 43	12 43	7 19	—	—	—	—	—	—	—	7 19							..	..	..	..	..	
165½	174¾	Calveley	—	9 29	12 57	12 57	7 30	—	—	—	—	—	—	—	7 30							..	..	..	..	..	
167¾	177	BEESTON ..	—	9 38	1 5	1 5	7 39	11 8	—	2 10	—	—	3 35	—	7 39							..	..	..	..	3 16	
171¾	181	Tattenhall ..	—	9 47	1 20	1 20	7 48	—	—	—	—	—	—	—	7 48							..	..	..	..	..	
174¾	184	Waverton	—	9 59	1 28	1 38	8 2	—	—	—	—	—	—	—	8 2							..	..	..	..	..	
178¼	187¾	CHESTER ..	—	10 10	1 35	1 35	8 10	11 30	—	2 35	—	—	4 10	—	8 10							10 5	..	..	..	3 42	
238	247¾	BANGOR arr.	a m	12 30	4 0	4 0	..	—	—	4 25	—	—	7 0	—	—							..	..	..	..	5 25	
162¼	171¼	Minshull Vernon ..	7 5	9 10	—	—	7 13	—	—	—	—	—	—	—	—							..	..	..	..	..	
164½	173¾	Winsford	7 11	9 20	—	—	7 20	—	—	—	—	—	—	—	—							..	..	..	..	..	
168¾	178	HARTFORD....	7 22	9 30	12 55	12 55	7 33	—	2 55	—	—	—	3 35	—	7 0							..	..	..	..	3 20	
171¾	180¾	Acton	7 33	9 38	—	—	7 42	—	3 13	—	—	—	—	—	—							..	..	..	..	..	
175¾	185	Preston Brook	7 43	9 50	1 10	1 10	7 55	—	—	—	—	—	—	—	7 14							..	..	..	..	..	
178	187¼	Moore	7 50	10 0	—	—	8 2	—	—	—	—	—	—	—	—							..	..	..	..	..	
181¼	190¾	WARRINGTON ..	8 5	10 7	1 25	1 25	8 15	—	3 33	2 10	—	—	3 58	—	7 28							9 48	..	..	..	3 50	
187¾	196¾	Newton Bridge	—	—	—	—	—	—	—	—	—	—	4 18	—	—							..	..	..	..	4 10	
186¾	195¾	Newton (Junc.)	8 25	10 22	1 50	1 50	8 30	—	3 58	—	—	—	—	—	7 43							..	..	..	..	..	
201	210¾	LIVERPOOL arr.	9 25	11 20	2 15	2 15	9 30	—	4 25	2 55	—	—	4 45	—	8 30							10 30	..	..	..	4 42	
195	204¾	WIGAN .....arr	—	—	—	—	—	—	—	2 40	—	—	4 30	—	—							..	..	..	..	4 26	
208¾	218¼	PRESTON	—	12 30	—	—	—	—	—	3 10	—	—	5 6	—	—							..	..	..	..	5 5	
229¼	238¾	LANCASTER....	—	1 30	—	—	—	—	—	3 50	—	—	6 4	—	—							..	..	..	..	6 0	
241	251¼	Fleetwood.....	—	1 35	—	—	—	—	—	4 40	—	—	7 0	—	—							..	..	..	..	8 10	
261¼	270¾	Kendal	—	—	—	—	—	—	—	—	—	—	—	—	—							..	..	..	..	7 0	
259¼	268¾	WINDRMERE..	—	—	—	—	—	—	—	—	—	—	—	—	—							..	..	..	..	8 30	
300⅝	308¾	CARLISLE.....	—	4 40	—	—	—	—	—	5 55	—	—	9 16	—	—							..	..	..	..	9 1	
338	347	Beatock	—	—	—	—	—	—	—	—	—	—	11 16	—	—							..	..	..	..	11 16	
402¾	411¾	GLASGOW.....	—	9 35	—	—	—	—	1 40	9 10	—	—	1 40	—	—							..	..	..	..	1 55	
398¾	407¾	EDINBRO'	—	9 25	—	—	—	—	1 30	9 0	—	—	1 30	—	—							..	..	..	..	1 45	
		Newcastle.....	These arrivals				9 5	—	—	—	—	—	—	—	—							..	..	..	..	..	
		EDINBURGH ..	are by the Mid-				—	—	—	8 5	—	6 0	—	11 0	—							..	..	..	..	9 0	
		GLASGOW.....	land, via Derby.				—	—	—	—	—	9 55	—	5 15	—							..	..	..	..	2 15	
												1115	—		—							..	..	..	..	..	

Extra Train.—London to Watford, at 10 p.m.

The Black lines under certain arrivals, indicate that those trains proceed no further.

** Set down Passengers only when required.

For trains from Leighton to Dunstable, see page 30.
For trains from Blisworth to Northampton, Wellingborough, and Peterborough, see page 36.
For trains from Coventry to Leamington and Warwick, see page 37.
For trains from Norton Bridge (North Staffordshire,) to Stone and Stoke, see page 71.
For trains from Chester (Holyhead line,) to Conway and Bangor, see page 39.
For trains from Chester (Shrewsbury and Chester line,) to Wrexham and Rhuabon, see page 46.
For continuation of trains from Rugby to the North, via Derby, see Midland tables, &c.
For Manchester, Chester, and Birmingham trains, see page 38.
For local trains, north, east, and west of Newton Junction, see pages 41, 42, and 43.

* First class. ** First and second class.

Edinburgh, Berwick, Newcastle, Glasgow, Carlisle, Liverpool, Chester, Manchester, Crewe, Birmingham, Tamworth, Rugby, and London.

Secs. { Rd. Creed, Euston-sq., London. H. Booth, Liverpool.

Engr., Robert Stephenson. Gen. Man., Capt. Huish.

Via Trent Vlly	Via Birmingm	UP To London.	Mail From Edinbro & Rugby	From Edinbro & B.	From Wolverton.	From Nthmpt.&Blis	From Birmingham	From Bedfd.& Bitly	From Stfrd & Birmhm	1, 2, 3 class J. Lpl.& Man. only, Bir.	From Lpl. & Man.	From Birmingm	From Lpool & Manchr	From Lpl. & Manc.		Mail From Lpl. & Man.	From Brm & Nwcl.&R.	From Newcstle.&Hy.	1, 2, & 3 class.	From Edbro'&B.	Exp. From Lpl. & Man.	From Lpool & Manchr	Mail From Lpl. & Man.	1, 2, & 3 class.
Mils.	Mils.	Leave	morn.	aft.					aft.		mrn.	mrn.	mrn.	Exp		mrn.	mrn.	mrn.	aft.	mrn.	mrn.	aft.	mrn.	aft.
..	..	GLASGOW	..	3 0					5 0	..	..	..	..	..		..	..	..	..	8 0	..	..	..	..
..	..	EDINBURGH	11 0	4 30					..	..	..	..	..	..		..	..	..	..	9 30	..	..	..	..
..	..	Newcastle	4 10	9 15					10 50	..	..	..	..	..		..	5 30	8 0	..	1 25	..	..	..	..
402¼	411½	EDINBURGH dep	**	*	**	**	**	**	..	..	9 15	..	..	*	**	..	..	..	..	..	10 30	..	11 15	..
398⅜	407⅛	GLASGOW	dep	..	..	..	..	..	..	..	..	9 5	..	..	..	..	..	..	..	..	10 20	..	11 5	..
338	347	Beatock	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1 40	..
300½	308½	CARLISLE	dep	..	..	..	..	..	..	..	11 20	..	..	..	..	6 40	..	..	..	..	1 27	..	4 3	..
259½	268¼	WINDERMERE	dep	..	..	..	..	..	..	..	1 44	..	..	..	..	..	..	..	..	..	..	..	4 40	..
251½	260½	KENDAL	dep	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	5 45	..
241	251½	Fleetwood	dep	..	..	..	..	..	..	..	..	..	..	..	..	9 30	..	..	..	..	3 10	..	7 0	..
229¼	238⅜	LANCASTER	dep	..	..	..	..	..	..	..	4 37	..	..	..	..	9 40	..	..	..	..	3 31	..	7 4	..
208⅜	218¼	PRESTON	dep	..	..	..	..	..	..	..	5 39	..	..	..	..	10 40	..	..	..	..	4 25	..	8 3	..
195	204½	Wigan	dep	..	..	..	..	..	..	..	6 20	..	..	..	..	11 15	..	..	..	..	4 56	..	8 36	..
201	210¼	LIVERPOOL	dep	..	..	..	..	..	..	6 0	6 30	..	8 15	9 30	..	11 15	..	..	..	1 0	..	5 0	5 15	8 25	..
187¼	196½	Newton Bridge	..	..	..	..	..	..	..	..	6 39	..	..	..	..	11 48	..	..	..	..	..	..	..	8 48	..
186⅛	195½	Newton Junc.	..	..	..	..	..	..	6 54	..	..	..	8 55	..	..	..	..	..	..	1 35	..	6 0	..	..	..
181¼	190⅜	WARRINGTON	..	..	..	..	..	..	7 15	7 10	..	9 8	10 10	..	12 0	..	..	..	..	1 45	..	5 35	6 10	9 15	..
178	187¼	Moore	..	..	..	..	..	..	7 33	..	..	..	..	..	..	..	..	..	..	..	..	..	6 19	..	..
175⅜	185	Preston Brook	..	..	..	..	..	..	7 40	..	..	9 24	..	..	..	..	..	..	..	1 59	..	..	6 26	..	..
171½	180⅜	Acton	..	..	..	..	..	..	7 55	..	..	..	..	..	aft.	..	..	..	..	..	..	..	6 37	..	..
168⅜	178	HARTFORD	..	..	..	..	..	..	8 5	..	..	9 42	..	..	12 31	..	..	..	..	2 15	..	..	6 46	9 50	..
164½	173⅔	Winsford	..	..	..	..	..	..	8 20	..	..	10 4	..	..	..	..	..	..	..	2 24	..	..	6 57	..	..
162¼	171½	Minshull Vernon	..	..	..	..	..	..	8 30	..	..	..	..	..	..	..	..	..	..	..	..	..	7 0	..	..
247½	238	Bangor ...dep	..	..	..	..	..	..	..	..	..	..	6 0	..	..	9 15	..	..	..	11 0	..	3 30	..	7 50	..
178½	187½	CHESTER ar.	..	..	..	..	..	..	..	..	..	..	..	..	..	mrn.	..	..	..	..	..	..	..	..	..
..	..	CHESTR dep	..	..	..	..	..	..	7 30	7 0	..	9 25	..	..	11 50	..	..	..	..	1 40	..	5 20	5 30	9 35	..
174¾	184	Waverton	..	..	..	..	..	..	7 40	..	..	..	..	..	11 56	..	..	..	..	1 48	..	..	5 39	..	..
171¾	181	Tattenhall	..	..	..	..	..	..	7 50	..	..	9 41	..	..	12 7	..	..	..	..	2 0	..	..	5 51	..	..
167¾	177	BEESTON	..	..	..	..	..	..	8 0	7 20	..	9 50	..	..	12 20	..	..	..	..	2 8	..	..	6 1	10 0	..
163½	174⅜	Calveley	..	..	..	..	..	..	8 10	..	..	9 58	..	..	12 28	..	..	..	..	2 15	..	..	6 11	..	..
161	170¼	Nantwich	..	..	..	..	..	..	8 20	..	..	..	..	..	12 40	..	..	..	locl	2 25	..	..	6 20	aft.	local
183¼	197⅛	MANCHSTR. dep	..	..	..	..	..	..	7 0	6 45	..	8 30	9 50	..	11 40	..	..	..	3 30	1 15	..	5 20	5 30	8 55	7 5
186⅝	195½	Longsight...ad	..	..	..	..	..	..	7 7	..	..	..	..	..	..	..	..	..	3 37	..	..	..	5 37	..	7 12
189⅞	194⅞	Levenshulme..	..	..	..	..	..	..	7 12	..	..	..	..	..	..	..	..	..	3 42	..	..	..	5 42	..	7 17
193⅝	192¼	Heaton Norris	..	..	..	..	..	..	7 18	..	..	..	..	..	..	..	..	..	3 48	..	..	..	..	..	7 23
193⅝	191⅜	STOCKPORT	..	..	..	..	..	..	7 20	6 54	..	8 42	**	..	11 55	..	..	..	3 50	1 27	..	..	5 50	9 8	7 25
180½	189⅜	Cheadle	..	..	..	..	..	..	7 29	..	..	8 50	..	..	..	..	..	..	4 0	..	..	..	6 0	..	7 35
177¾	186⅝	Handforth	..	..	..	..	..	..	7 35	..	..	9 0	..	..	..	..	..	..	4 5	1 42	..	..	6 5	9 23	7 40
176¼	185½	Wilmslow	..	..	..	..	..	..	7 41	..	..	9 5	..	..	..	..	..	..	4 10	1 47	..	..	6 10	9 28	7 45
174½	183¾	Alderley	..	..	..	..	..	..	7 49	..	..	9 10	..	..	12 11	..	..	..	4 15	1 52	..	..	6 15	9 33	7 50
171¾	181	CHELFRD	..	..	..	..	..	..	8 1	7 16	..	9 20	10 20	..	12 20	..	..	..	4 25	2 2	..	5 46	6 25	9 43	8 0
165½	174⅜	HOLMES C.	..	..	..	..	..	..	8 16	7 28	..	9 33	..	..	12 35	..	..	..	..	2 15	..	..	6 40	9 56	..
162	171¼	SANDBACH	..	..	..	..	..	..	8 30	7 37	..	9 44	..	..	12 45	..	..	..	..	2 25	..	..	6 50	10 7	..
157¼	166½	CREWE	..	..	..	..	..	..	8 50	7 52	..	10 21	1045	..	1 0	..	..	..	..	2 40	..	6 11	7 15	10 20	..
154⅜	164	Basford	..	..	..	..	..	..	9 0	..	..	..	..	..	..	..	..	..	..	2 50	..	..	7 25	..	..
149½	158⅜	Madeley	..	..	..	..	..	..	9 25	..	..	10 40	..	..	..	..	..	..	..	..	..	..	7 50	..	..
146⅝	155⅞	WHITMORE†	..	..	..	..	..	..	9 35	8 20	..	10 48	..	..	1 38	..	..	..	..	3 18	..	..	8 0	11 3	..
142¼	151½	Standon Bridge	..	..	..	..	..	..	9 50	..	..	..	..	..	..	..	..	..	..	..	..	..	8 10	..	..
138⅜	147½	Norton Bridge	..	..	..	..	..	..	10 2	8 34	..	..	..	..	1 52	..	..	..	..	3 38	..	..	8 22	p.m	..
132½	141⅜	STAFFORD	..	..	..	..	..	..	10 25	8 45	..	11 20	11 28	..	2 8	..	..	..	..	3 53	..	6 51	8 42	11 37	..
			1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24

Manchstr. Line Cheshire L.

			1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
			mrn	mrn.	mrn.	mrn	mrn.	mrn.	mrn.	mrn.	mrn.	mrn.	mrn	aft.	aft.	mrn	aft.	aft.	aft.	aft.	aft.	aft.	aft.	aft.	mrn.	aft.
..	136½	Penkridge	..	..	..	..	..	..	..	..	10 45	..	..	11 45	..	..	..	..	..	..	4 5	..	..	8 57	..	..
..	134⅓	Spread Eagle	..	..	..	..	..	..	..	..	10 50	..	..	..	..	..	..	..	..	..	..	..	..	9 5	..	..
..	132⅜	Four Ashes	..	..	..	..	..	..	..	..	11 0	..	..	..	..	..	..	..	..	..	..	..	..	9 12	..	..
..	126⅔	WOLVRHMPTN	..	..	..	..	..	..	..	..	11 18	9 15	..	12 10	11 55	8 45	2 40	..	..	7 20	4 28	..	7 20	9 25	12 20	6 40
..	124⅝	Willenhall	..	..	..	..	..	..	..	..	11 25	..	..	12 17	..	8 50	..	..	..	..	4 37	..	..	9 35	..	..
..	122	BESCOT	..	..	..	..	..	..	..	..	11 35	9 25	..	12 23	..	8 55	2 54	..	..	..	4 43	..	..	9 40	12 30	6 48
..	119½	Newton Road	..	..	..	..	..	..	..	..	11 43	..	..	..	..	..	..	..	..	..	..	..	..	9 47	..	..
..	116	Perry Bar	..	..	..	..	..	..	..	..	11 57	..	..	..	..	..	..	..	..	..	5 0	..	..	10 0	..	..
..	112½	BIRMINGHM. ar	..	..	..	..	..	..	..	..	12 10	9 55	..	12 45	12 20	9 20	3 20	..	..	7 45	5 10	..	7 45	10 20	1 0	7 5
126¾	..	Colwich	..	..	..	..	..	..	..	7 12	10 45	..	..	..	..	..	..	..	..	††	4 18	..	..	..	..	..
123⅝	..	Rugeley	..	..	..	..	..	..	..	7 18	10 57	..	..	11 55	..	..	..	..	..	..	4 27	..	..	..	..	..
120¼	..	Armitage	..	..	..	..	..	..	..	7 26	11 10	..	..	..	..	..	..	..	..	..	4 36	..	..	..	..	..
115⅜	..	Lichfield	..	..	..	..	..	..	..	7 36	11 27	9 13	..	12 10	..	..	2 40	..	..	..	4 50	..	..	..	12 10	..
109¼	..	TAMWRTH.	..	..	..	..	..	..	..	7 50	11 50	9 23	..	12 23	12 5	..	2 55	..	..	..	5 9	..	..	..	12 23	..
105¾	..	Polesworth	..	..	..	..	..	..	..	8 0	12 32	..	..	..	..	..	..	..	..	..	5 20	..	..	..	..	..
101½	..	Atherstone	..	..	..	..	..	..	..	8 12	12 44	9 35	..	12 39	..	..	..	..	..	..	5 32	..	..	..	..	..
96⅝	..	Nuneaton	..	..	..	..	..	..	..	8 27	1 0	9 50	..	12 51	..	..	3 20	..	..	..	5 48	..	..	..	12 52	..
92¾	..	Bulkington	..	..	..	..	..	..	..	8 39	1 12	..	..	..	..	..	..	..	..	..	5 59	..	..	..	..	..
90½	..	Shilton	..	..	..	..	..	..	..	8 45	1 17	..	..	..	..	..	..	..	..	..	6 6	..	..	..	..	..
87¼	..	Stretton	..	..	..	..	..	..	..	8 54	1 27	..	..	..	..	..	..	..	..	..	6 15	..	..	..	..	..
..	..	RUGBY ar	..	..	..	..	..	..	..	9 5	1 45	10 20	..	1 20	12 50	..	3 48	..	..	..	6 35	..	8 8	..	1 20	..
..	..	BIRMNGHM dep	..	..	..	..	..	7 0	..	8 0	12 30	9 30	10 30	12 15	..	..	2 30	..	3 45	8 15	5 30	..	7 15	..	12 15	7 15
..	103½	Hampton	..	..	..	..	..	..	..	8 20	12 55	..	10 50	12 35	..	..	2 50	..	4 5	8 36	..	..	..	..	..	..
..	94	COVENTRY	..	..	..	..	..	7 35	..	8 40	1 25	9 58	11 10	12 55	..	..	3 15	..	4 35	9 5	6 13	..	7 42	..	12 55	7 42
..	89½	Brandon	..	..	..	..	..	..	..	8 55	1 40	..	..	1 10	..	..	..	..	4 50	9 19	6 20	..	..	..	..	..
..	82¾	RUGBY, ar.fm B.	..	exp.	..	..	..	8 0	..	9 10	2 0	10 15	11 38	1 25	..	..	3 43	..	5 5	9 30	6 40	..	8 0	..	1 15	8 0
..	..	RUGBY depart.	1 10	5 30	..	..	..	..	..	..	..	..	..	..	1 0	..	4 0	4 30	5 15	..	..	7 50	..	..	1 30	..
75¼	..	Crick	..	..	..	..	..	..	..	9 30	2 29	..	..	1 44	..	..	..	..	..	..	..	..	..	..	..	..
69⅜	..	Weedon	1 42	..	..	..	..	..	..	9 46	2 45	..	12 10	1 58	..	..	4 30	5 0	..	..	7 18	..	..	aft.	1 58	..
63	..	BLISWORTH	..	..	..	..	7 30	8 43	..	10 5	3 5	..	12 28	2 17	1 35	..	4 50	5 12	5 55	..	7 30	..	..	6 10	..	..
60	..	Roade	..	..	..	..	7 45	..	..	..	3 38	..	..	2 26	..	..	..	..	..	..	..	..	..	..	..	..
52¾	..	WOLVERTON	2 20	6 18	6 45	..	8 0	9 7	..	10 30	4 0	11 10	12 50	2 43	2 0	..	5 13	5 37	6 18	..	7 53	8 38	8 55	6 33	2 40	8 55
46⅔	..	Bletchley	..	..	7 2	..	8 20	9 15	10 28	10 48	4 20	..	1 8	3 4	..	..	..	..	..	..	..	..	..	6 53	..	..
40⅜	..	LEIGHTON	..	..	7 15	..	8 35	9 42	10 40	11 2	4 40	..	1 27	3 18	..	..	5 48	6 5	..	..	8 20	..	..	7 6	..	..
47⅝	..	Dunstable...dep	..	..	..	..	8 10	..	..	..	4 15	..	..	..	..	..	..	..	..	aft.	..	..	..	..	..	..
43½	..	Aylesbury	..	..	7 0	..	..	..	10 25	..	..	..	..	3 5	..	..	..	..	..	6 45	..	..	..	..	..	..
36¾	..	Cheddington	..	..	..	..	..	..	..	..	4 55	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
31⅜	..	TRING	3 15	7 7	7 40	..	8 55	..	10 53	11 20	5 8	..	1 50	3 40	2 50	2 0	6 13	..	7 7	8 0	8 45	..	..	7 26	3 35	..
28	..	Berkhampstead	..	..	7 52	..	9 5	10 0	..	11 29	5 19	..	..	3 49	..	2 9	..	..	..	8 9	..	..	..	..	..	..
24½	..	Boxmoor	..	..	8 2	..	9 15	..	..	11 38	5 30	..	..	3 56	..	2 18	..	..	..	8 18	..	..	..	..	..	..
21	..	Kings Langley	..	..	8 10	..	9 22	..	..	11 46	5 39	..	..	..	..	2 26	..	..	..	8 26	..	..	..	..	..	..
17⅜	..	WATFORD	3 45	..	8 18	9 0	9 30	10 20	11 20	11 54	5 48	..	2 18	4 12	3 18	2 36	..	7 2	..	8 36	9 12	..	..	7 54	..	..
16½	..	Bushey	..	..	8 20	9 5	..	..	..	..	5 57	..	..	..	..	2 40	..	..	..	..	..	..	..	..	..	..
13¾	..	Pinner	..	..	8 26	9 12	..	..	..	12 5	6 5	..	..	..	..	2 48	..	..	..	8 48	..	..	..	..	..	..
11⅝	..	Harrow	..	..	8 38	9 16	..	..	..	12 11	6 11	..	..	4 28	..	2 53	..	..	..	8 53	..	..	..	..	..	..
8¼	..	Sudbury	..	..	8 44	9 25	..	..	..	12 18	6 21	..	..	..	..	3 0	..	..	..	9 0	..	..	..	..	..	..
6¾	..	Willesden	..	..	8 48	9 30	..	..	..	12 23	6 27	..	..	..	..	3 6	..	..	..	9 6	..	..	..	..	..	..
..	..	LONDON ..arrival	4 30	8 0	9 15	9 45	10 10	11 0	12 0	12 45	7 0	1 0	3 0	5 0	4 0	3 40	7 30	7 45	8 10	9 30	9 50	10 10	10 30	8 30	4 45	10 30

Trent Valley.

†† Takes up Passengers for the South only when required. The Thick lines under many of the trains indicate the stoppage of the trains at that point.

SOUTH STAFFORDSHIRE.

Down Trains	1 & 2 class	1 & 2 class	1 & 2 class	1 & 2 class
	mrn.	mrn.	mrn.	aft.
LONDON ..... dep.	..	7 15	11 0	2 15
BIRMINGHAM..arr	..	12 30	3 45	7 15
Ditto dep	9 0	1 15	4 0	7 30
WALSALL ..... arr	9 20	1 35	4 20	7 50

Up Trains.	1 & 2 class	1&2 clss	1&2 clss	1&2 clss
	mrn.	aft.	aft.	aft.
WALSALL..... dep	9 45	2 0	5 0	8 15
BIRMINGHAM..arr	10 5	2 20	5 20	8 35
Ditto dep	10 30	2 30	5 30	..
LONDON ..... arr.	3 0	7 30	9 50	..

FARES between Birmingham and Walsall, 1st class, 1s. 6d., 2nd 1s.

On Sundays from Birmingham to Walsall, at 9 morn., and 7¾ aft., 1st and 2nd class. Walsall to Birmingham, at 9 40 morn., and 8¼ aft., 1st & 2nd class.

To avoid mistakes, Passengers booking from Birmingham are requested to ask for South Staffordshire Tickets to the Town of Walsall.

SUNDAY TRAINS & FARES.—L. and N. Western.

S. Eborall, R.N., Goods Manager, Birmingham.

DOWN From LONDON.

Via Trent Val.	Via Birmingm.		3 class to Birr, Lp & Manch	To L'pool & Manchr	** To Birmingm	** To Aylesbury	ex Mi Birm., L. & M.L.	** To Wolverton	Mail To Birr., & M.L.	To Rugby & Edinbro	Exs press.	1st Class	2nd Class.	3rd Class. Brm.	3rd Class. Trn.
			morn	mrn	mrn	mrn	morn	mrn	aft	aft		s. d.	s. d.	s. d.	s. d.
	..	LONDON.. depart	7 0	**	7 30	8 30	10 0*	6 0	8 45	9 0					
6½	..	Willesden .. a & d	7 18	..	..	8 47	..	6 17	**	**					
8½	..	Sudbury .... a & d	7 21	..	..	8 52	..	6 22	..	..		1 0	0 9	0 6	
11½	..	Harrow .... a & d	7 37	..	..	8 59	..	6 32	..	..		1 6	1 0	0 8	
13½	..	Pinner ..... a & d	7 39	..	..	9 4	..	6 38	..	..		2 0	1 6	0 11½	
16½	..	Bushey ..... a & d	7 44	..	..	9 12	..	6 46	..	..		3 0	2 0	1 1½	
17½	..	WATFORD .... a & d	7 55	..	8 10	9 18	10 28	6 52	9 15	..	4 0	3 0	2 0	1 4	
21	..	King's Langley a & d	8 7	..	..	9 22	..	7 0	..	..		3 6	2 6	1 9	
24½	..	Boxmoor .... a & d	8 19	..	..	9 38	..	7 13	..	9 45		4 6	3 0	2 0½	
28	..	Berkhampstead a&d	8 45	..	..	9 48	..	7 23	..	..		5 0	3 6	2 4	
31½	..	TRING ..... a & d	9 0	..	8 49	10 0	10 55	7 35	9 53	..	7 0	5 9	4 3	2 7½	
36½	..	Cheddington .. a & d	9 12	..	..	10 10	..	..	..	..		6 9	4 9	3 0	
43½	..	Aylesbury .. a & d	..	..	..	10 30	..	8 12	..	..		7 3	5 3	3 3½	
40½	..	LEIGHTON .... a & d	9 30	..	9 8	..	..	7 52	..	10 22		8 3	5 9	3 7	
46½	..	Bletchley .... a & d	9 48	..	9 22	..	..	8 5	..	..		7 3	5 3	3 3½	
52½	..	WOLVERTN a & d	10 5	..	9 37	..	11 34	8 20	10 40	10 48	11 6	9 9	6 9	4 4½	
60	..	Roade ..... a & d	10 23	..	10 3	..	..	..	..	..		10 9	7 9	5 0	
63	..	BLISWORTH a & d	10 30	..	10 10	..	..	..	..	..		11 6	8 6	5 3	
69½	..	Weedon .... a & d	12 20	..	10 30	..	12 9	..	11 27	..	14 0	13 0	9 0	5 9½	
75½	..	Crick ..... a & d	12 39	..	10 47	..	..	..	..	..	15 6	14 0	10 0	6 3	
82½	..	RUGBY .... a & d	1 0	..	11 7	..	12 34	..	11 58	12 5		15 6	11 6	6 10½	
..	89½	Brandon.....	1 20	..	11 22	..	..	..	..	..	18 6	16 3	12 6	7 5	
..	94	COVENTRY ..	1 35	..	11 37	..	12 58	..	12 25	..		17 6	12 6	7 7	10
..	103½	Hampton	2 10	..	12 3	..	..	..	..	..	21 6	19 0	13 6	8 7	
..	112½	BRMNGHM ar.	2 45	..	12 30	..	1 40	..	1 12	..	25 6	20 0	15 0	9 4½	
87½	..	Stretton....	1 20	..	..	..	..	..	..	..		16 0	12 7	—	7 3
90½	..	Shilton	1 30	..	..	..	..	..	..	..		17 0	13 0	—	7 6½
92½	..	Bulkington ..	1 40	..	..	..	..	..	..	..		17 6	13 0	—	7 8½
96½	..	Nuneaton	1 55	..	..	..	1 0	..	12 30	..		18 0	13 6	—	8 0½
101½	..	Atherstone ..	2 12	..	..	..	1 12	..	..	..		19 0	14 6	—	8 5½
105½	..	Polesworth ..	2 27	..	..	..	..	..	..	..		19 6	15 0	—	8 9½
109½	..	TAMWORTH ..	2 47	..	..	..	1 28	..	12 58	..	25 6	20 6	15 6	—	9 1½
115½	..	Lichfield.....	3 12	..	..	..	1 43	..	1 10	..		21 6	16 0	—	9 7½
120½	..	Armitage	3 27	..	..	..	..	..	..	..		22 0	17 0	—	10 0
123½	..	Rugely.....	3 45	..	..	..	..	..	..	..		22 6	17 6	—	10 3½
126½	..	Colwich	4 0	..	..	..	..	..	..	..		23 0	17 6	—	10 6½
132½	..	STAFFRD. ar.	4 30	..	..	..	2 12	p.m	1 40	..	30 6	25 0	18 0	14 9½	11 0½
..	—	BIRMINGHM. dep	3 0	10 0	..	..	1 0	1 50	12 30	..					
..	116	Perry Bar	..	..	..	..	..	..	..	..		21 6	15 6	9 8	
..	119½	Fewton Road ..	..	..	..	..	..	2 10	12 55	..	27 6	22 0	15 9	9 11½	
..	122	BESCOT	3 33	10 30	..	..	..	2 17	..	..		22 6	16 0	10 2½	
..	124½	Willenhall	..	..	..	..	..	2 25	1 5	..	28 0	23 0	16 6	10 4½	
..	126½	WOLVERHMPTN.	3 50	10 45	..	..	1 28	..	..	..		23 0	16 9	10 6½	
..	132½	Four Ashes	..	..	..	..	..	..	..	..		24 6	17 6	11 0½	
..	134½	Spread Eagle ..	..	..	..	..	..	..	..	..		24 6	17 9	11 2	
..	136½	Penkridge	..	11 0	..	..	..	..	..	..		25 0	18 0	11 4½	
132½	141½	STAFFRD.ar.fr.Bir	4 40	11 15	..	..	1 55	..	1 33	..					
138½	147½	Norton Bridge	4 59	..	..	..	2 25	..	..	..		26 0	18 6	12 3½	11 6
146½	155½	WHITMORE *.....	5 25	11 50	..	..	2 45	..	2 10	..	34 0	27 6	19 6	12 11½	12 2½
149½	158½	Madeley	..	..	..	..	..	..	..	..		28 0	20 0	13 2½	12 5½
154½	164½	Basford.....	..	..	..	..	..	..	..	..		29 0	20 6	13 8	12 10½
157½	166½	CREWE.... arrival	6 2	12 20	..	..	3 8	..	2 35	..	36 0	29 6	2 10	13 10½	13 1
			1	2	3	4	5	6	7	8	9	10	11	12	13

Trent Valley. Manchstr. Line Cheshire L.

FARES FROM LONDON.

UP To London.

Mls. From Rd., bro'&Ry.	Mls. From Wolverton	Exp. Mail From Lpl & Manch.	Frm. Lpool & Manch. to Bir & c. to Bir	1, 2, 3 class	Mail. Frm. Lpl. & Manch	1, 2, 3 Class.	Mail. Frm. Lpl. & Manch
mrn	..	aft					
11 0	..	5 0	Departure by Midland Trains, via Derby.				
4 10	..	10 50					
**	..	9*15	**	..	**	..	11 15
..	..	9 5	..	..	..	..	11 5
..	..	12 0	..	..	..	..	2 10
..	..	1 44	..	..	..	..	4 3
..	..	..	..	..	..	..	4 45
..	..	..	..	..	..	..	5 55
..	..	4 37	..	..	..	..	7 0
..	..	5 39	..	..	..	..	7 4
..	..	6 20	..	..	..	..	8 3
..	..	6 30	9 30	..	11 15	..	8 36
							8 25
..	..	..	..	..	..	..	8 48
..	..	..	10 8	..	..	..	..
..	..	7 10	10 15	..	12 0	..	9 15
..	..	..	..	..	..	..	..
..	..	..	..	..	..	..	..
..	..	..	..	..	p.m.	..	..
..	..	10 40	..	..	12 31	..	9 50
..	..	..	..	..	..	..	..
..	..	..	..	..	..	..	8 25
..	..	..	..	..	..	..	7 50
..	..	..	..	..	..	..	..
..	..	7 0	..	..	..	..	9 35
..	..	..	..	..	..	..	..
..	..	..	..	..	..	..	..
..	..	7 20	..	..	..	..	10 0
..	..	..	..	..	..	..	..
..	..	..	..	local	..	local	..
..	..	6 45	9 30	2 15	11 15	6 30	8 55
..	..	..	9 37	2 20	11 22	6 37	..
..	..	..	9 42	2 25	11 27	6 42	..
..	..	..	9 48	2 28	11 32	6 48	..
..	..	6 54	9 49	2 30	11 34	6 50	9 8
..	..	..	9 57	2 40	11 44	7 0	..
..	..	..	10 3	2 45	11 50	7 5	9 23
..	..	..	10 9	2 50	11 56	7 10	9 28
..	..	..	10 17	2 55	12 4	7 15	9 33
..	..	7 16	10 27	3 5	12 16	7 25	9 43
..	..	7 28	10 42	..	12 31	..	9 56
..	..	7 37	10 54	..	12 45	..	10 7
..	..	7 52	11 10	..	1 0	..	10 20
..	..	..	..	..	..	..	..
..	..	..	..	..	..	..	..
..	..	8 26	11 35	..	1 38	..	11 3
..	..	8 34	p.m	..	1 52	..	..
..	..	8 43	12 5	..	2 8	..	11 37
1	2	3	4	5	6	7	8

			1	2	3	4	5	6	7	8	9	10	11	12	13
—	—		aft	aft.	—	—	aft	locl	mrn	local					
162	171½	CREWE....depart.	6 15	12 35	—	—	3 23	aft	2 53	aft	s. d.	s. d.	s. d.	s. d.	s. d.
165½	174½	SANDBACH.	6 30	12 45	—	—	3 33	—	3 8	—	37 6	30 6	22 3	14 3	13 6
167½	177	HOLMES C.	6 40	12 57	—	—	3 45	—	3 18	—	38 0	31 0	22 9	14 6½	13 9½
171½	181	CHELFORD.	6 55	1 13	—	—	3 54	4 55	3 30	8 0	39 0	32 0	23 6	15 1	14 3½
174½	183½	Alderley.....	7 5	1 24	—	—	3 59	5 5	—	8 10	..	32 6	24 0	15 3½	14 6½
176½	185½	Wilmslow	7 13	1 33	—	—	4 5	5 10	—	8 15	..	33 0	24 0	15 5½	14 8
177½	186½	Handforth....	7 20	1 39	—	—	4 11	5 15	—	8 20	..	33 0	24 3	15 6½	14 9½
180½	189½	Cheadle	7 26	1 45	—	—	—	5 20	—	8 25	..	33 6	24 6	15 9½	15 0
182½	191½	STOCKPORT	7 35	1 55	—	—	4 30	5 30	3 56	8 35	41 6	34 0	24 6	15 11½	15 2½
183½	192½	Heaton Norris	7 38	1 58	—	—	—	5 33	—	8 38	..	34 0	25 0	16 0½	15 3½
185½	194½	Levenshulme..	7 45	2 5	—	—	—	5 40	—	8 44	..	35 0	25 0	16 2½	15 5½
186½	195½	Longsight.....	7 50	2 10	—	—	—	5 45	—	8 50	..	35 0	25 0	16 3½	15 6½
188½	197½	MANCHSTR.	8 0	2 20	—	—	4 45	5 55	4 11	9 0	42 6	35 0	25 0	16 5½	15 8
161	170½	Nantwich....	—	—	—	—	—	—	—	—	..	30 6	22 0	14 2	13 5
165½	174½	Calveley	—	—	—	—	—	—	—	—	..	31 0	22 6	14 6½	13 9½
167½	177	BEESTON..	—	—	—	—	3 35	—	3 16	—	..	31 6	23 0	14 9	13 11½
171½	181	Tattenhall ..	—	—	—	—	—	—	—	—	..	32 0	23 6	15 1	14 3½
174½	184	Waverton....	—	—	—	—	—	—	—	—	..	32 6	24 0	15 4	14 6½
178½	187½	CHESTER..	—	—	—	—	4 10	—	3 42	—	40 6	33 0	24 6	15 7½	14 10½
238	247½	BANGOR arr	—	—	—	—	6 50	—	—	—	55 6	48 0	34 9	20 5½	19 9½
162½	171½	Minshull Vernon..	—	—	—	—	—	—	—	—	..	30 6	21 9	14 3½	13 6
164½	173½	Winsford	—	—	—	—	—	—	—	—	..	30 6	22 0	14 5½	13 8½
168½	178	HARTFORD.....	6 37	1 0	—	—	3 35	—	3 20	—	39 0	31 0	22 6	14 10	14 0
171½	180½	Acton	—	—	—	—	—	—	—	—	..	31 6	22 6	15 0½	14 3½
175½	185	Preston Brook	—	—	—	—	—	—	—	—	..	32 6	23 0	15 5	14 7½
178	187½	Moore	—	—	—	—	—	—	—	—	..	33 0	23 6	15 7	14 10½
181½	190½	WARRINGTON..	7 7	1 25	—	—	3 58	—	3 50	—	42 0	33 6	24 0	15 10½	15 1
187½	196½	Newton Bridge ..	—	—	—	—	4 18	—	4 10	—	..	34 0	25 6	16 4½	15 7
186½	195½	Newton (Junction)	7 22	1 50	—	—	—	—	—	—	43 0	34 6	24 6	16 3½	15 6½
201	210½	LIVERPOOL...arr	8 17	2 15	—	—	4 45	—	4 42	—	45 0	37 0	27 0	17 6	16 9
195	204½	WIGAN .....arr	—	—	—	—	4 30	—	4 26	—	45 0	35 9	25 6	..	..
208½	218½	PRESTON ....arr	—	—	—	—	5 6	—	5 5	—	48 0	38 6	27 6	18 3½	17 6½
229½	238½	LANCASTER...arr	—	—	—	—	6 4	—	6 0	—	52 0	42 6	30 3	19 11½	19 2½
241	251½	Fleetwood ....arr	—	—	—	—	—	—	8 15	—	52 3	42 0	30 2	19 11½	19 2½
251½	260½	Kendal .....arr	—	—	—	—	7 0	—	7 0	—	56 6	47 0	33 6	21 9½	21 0½
259½	268½	WINDERMRE arr	—	—	—	—	—	—	8 30	—	59 8	49 6	35 0	22 5½	21 8
300½	308½	CARLISLE ....arr	—	—	—	—	9 16	—	9 16	—	66 0	56 6	40 0	25 9½	25 0½
338	347	Beatock .....arr	—	—	—	—	11 16	—	11 16	—	..	65 0	45 6	29 1½	38 4½
402½	411½	GLASGOW ....arr	—	—	—	—	1 40	—	1 55	—	..	..	..	..	..
398½	407½	EDINBRO' ....arr	—	—	—	—	1 30	—	1 45	—	..	..	..	..	..
—	—	Newcastle	these arrivals are by Midland trains via Derby.		11 0	—	11 0	—	—	9 0	..	..	..	..	..
—	—	EDINBURGH....			5 15	—	5 15	—	—	2 15	..	..	..	..	..

UP To London.

	1	2	3	4	5	6	7	8
Penkridge....	—	—	—	12 15	—	—	—	—
Spread Eagle ..	—	—	—	—	—	—	—	—
Four Ashes	—	—	—	—	—	—	—	—
WOLVERHMPTN.	—	9 15	8 45	12 37	—	2 40	—	12 20
Willenhall.....	—	—	8 50	12 44	—	—	—	—
BESCOT	—	9 25	8 55	—	—	2 54	—	12 30
Newton Road ..	—	—	—	—	—	—	—	—
Perry Bar	—	—	—	—	—	—	—	—
BIRMINGHM arr.	—	9 55	9 20	1 20	—	3 20	—	1 0
Colwich..	—	—	—	—	—	—	—	—
Rugeley	—	—	—	12 33	—	—	—	—
Armitage	—	—	—	—	—	—	—	—
Lichfield	—	—	9 13	—	—	—	—	12 10
TAMWORTH.	—	—	9 23	1 3	—	—	—	12 23
Polesworth	—	—	—	—	—	—	—	—
Atherstone....	—	—	9 35	1 30	—	—	—	—
Nuneaton	—	—	9 50	—	—	—	—	12 52
Bulkington....	—	—	—	—	—	—	—	—
Shilton	—	—	—	—	—	—	—	—
Stretton	locl	—	—	—	3 cls.	—	—	—
RUGBY .. arr	mrn	—	10 2	2 0	aft	—	—	1 20
BIRMINGHM. dep	8 0	—	9 30	12 30	12 45	—	—	12 15
Hampton	8 20	—	—	12 50	1 13	—	—	14 0
COVENTRY.....	8 45	—	52	1 20	1 40	—	—	12 55
Brandon.....	—	—	—	1 33	1 56	—	—	—
RUGBY.ar.fr. Bir.	—	—	10 16	1 50	2 15	—	—	1 15
RUGBY....depart	1 10	—	—	—	—	—	—	—
Crick.....	—	—	—	2 26	2 37	—	—	—
Weedon	1 42	—	10 46	2 40	2 52	—	—	1 58
BLISWORTH ..	—	—	11 0	3 2	3 13	—	—	—
Roade	—	a.m	—	3 12	3 45	—	—	—
WOLVERTON ..	2 20	6 45	11 22	3 32	4 10	—	1 & 2	2 40
Bletchley	—	7 2	—	3 56	4 32	—	class	—
LEIGHTON	—	7 15	—	4 10	4 47	—	aft	—
Aylesbury	—	—	—	—	—	—	7 0	—
Cheddington ..	—	7 0	—	—	5 2	—	7 14	—
TRING	3 15	7 40	12 15	4 33	5 14	—	7 32	3 35
Berkhampstead ..	—	7 52	—	—	5 26	—	7 44	—
Boxmoor	—	8 2	—	—	5 37	—	7 54	—
KingsLangley	—	8 10	—	—	5 46	—	8 2	—
WATFORD	3 45	8 18	12 28	5 10	5 55	—	8 10	—
Bushey	—	8 20	—	—	6 4	—	8 15	—
Pinner	—	8 26	—	—	6 12	—	8 21	—
Harrow	—	8 38	—	—	6 18	—	8 28	—
Sudbury	—	8 44	—	—	6 28	—	8 35	—
Willesden	—	8 48	—	—	6 34	—	8 40	—
LONDON ..arrival	4 30	9 15	1 15	6 0	7 0	—	9 0	4 45

* In connexion with Coach, see page 99.

WHITSTABLE BRANCH.

From Canterbury to Whitstable at 7¼, 9, and 11¼ a.m.; 1½, 3¾, and 6 p.m. On Sundays at 9 and 11½ a.m.; 3¼ and 6½ p.m.

rom Whitstable to Canterbury at 8¼ and 10½ a.m.; 12¾, 3, 5¼, and 7½ p.m. On Sundays at 9¾ a.m.; 12½, 4¼, and 7½ p.m.

FARES—1st Class, 1s.; 2nd, 6d. Day Tickets, 1st Class, 1s. 6d.; 2nd 9d.

NORTHAMPTON & PETERBORO'—London & North Western.

Mile frm London.	London & Birmin. to Peterborough.	DOWN TRAINS.							Sundays	
	London ..... dep. at	..	7 15	10 30	11 0	..	4 0	9 0	7 30	9 0
	Birmingham..	..	8 0	10 30	..	..	3 45	..	..	..
	Blisworth	..	9 56	12 48	1 35	..	6 10	..	10 10	..
67½	**Northampton**	8 0	10 25	1 3	2 0	5 30	6 30	11 25	10 35	11 25
71½	Billing Road.....	8 2	10 33	..	2 2	5 32	6 38	..	10 43	..
74½	Castle Ashby (WhteMill)	8 10	10 41	..	2 10	5 40	6 46	..	10 51	..
78½	**Wellingborough** ..	8 27	10 54	1 27	2 30	6 0	7 0	11 55	11 4	11 55
80½	Ditchford	8 30	..	..	2 33	6 3	..	..	11 7	..
83	**Higham Ferrars** ..	8 39	11 6	1 37	2 44	6 14	7 13	12 6	11 16	12 6
85½	Ringstead	8 41	11 8	..	2 46	6 16	7 15	..	11 18	..
89	**Thrapston**	8 56	11 20	1 49	3 5	6 35	7 30	12 22	11 32	12 22
91½	Thorpe	8 58	11 24	..	3 7	6 37	7 34	..	11 36	..
94½	Barnwell	9 2	11 28	..	3 11	6 41	7 38	..	11 40	..
97½	**Oundle**	9 18	11 40	2 7	3 28	6 58	7 54	12 40	11 55	12 40
—	Elton	9 23	11 45	..	3 33	7 3	7 59	..	12 0	..
103½	**Wansford**	9 33	11 57	2 21	3 45	7 15	8 11	12 57	12 12	12 57
—	**Stamford**	10 33	12 17	3 21	..	..	9 11	1 57	1 12	1 57
—	Castor	9 34	..	..	3 46	7 16	..	..	12 13	..
107½	Overton	9 37	12 3	..	3 52	7 20	8 17	..	12 18	..
110½	**Peterborough**	9 50	12 15	2 38	4 5	7 30	8 30	1 15	12 30	1 15

All the Trains between Northampton and Peterborough are Mixed.

ADDITIONAL TRAINS TO NORTHAMPTON:—from London, at 6¼ and 9 5 morn., 12¼, 2¼, and 5¾ aft.; from Birmingham at 7 morn., 12 noon, 2¾, and 6¾ aft.

From NORTHAMPTON: to London, at 7¼ and 9¾ morn.; 1¼, 1 50, 2 35, and 7¼ aft.; to Birmingham, at 9¾ and 10¾ morn., 1¾, 2 35, 7¼, and 9¼ aft.

Mile	Peterb. to Birming. and London.	UP TRAINS.							Sundays	
		Mail.	morn	morn	morn	aft.	aft.	aft.	Mail.	aft.
	Peterborough dep.	12 15	6 35	10 0	10 30	2 30	4 0	5 20	12 15	12 45
2¾	Overton ..... arrival	..	6 38	10 3	..	2 33	4 3	5 23	..	12 48
5¼	Castor	..	..	10 6	..	2 36	..	5 26	..	12 51
—	**Stamford**	11 36	6 0	..	9 45	..	3 15	4 35	11 30	12 0
6¾	**Wansford**	12 30	6 50	10 15	10 45	2 45	4 15	5 35	12 30	1 0
8	Elton	..	6 52	10 17	..	2 47	..	5 37	..	1 2
13	**Oundle**	12 45	7 8	10 33	11 0	3 5	4 28	5 53	12 45	1 15
15½	Barnwell	..	7 11	10 35	..	3 8	4 31	5 56	..	1 18
18¾	Thorpe	..	7 14	10 39	..	3 11	4 34	5 59	..	1 21
21¼	**Thrapston**	1 5	7 27	10 52	11 20	3 27	4 49	6 14	1 5	1 35
24¼	Ringstead	..	7 30	10 55	..	3 30	4 52	6 17	..	1 38
27¼	**Higham Ferrars** ..	1 15	7 44	11 13	11 30	3 48	5 8	6 33	1 15	1 53
29½	Ditchford	..	..	11 15	..	3 54	..	6 35	..	1 55
31½	**Wellingborough** ..	1 25	7 56	11 25	11 40	4 0	5 20	6 45	1 25	2 5
35½	Castle Ashby (WhteMill)	..	8 0	11 29	..	4 4	5 24	6 49	..	2 9
38½	Billing Road.....	..	8 3	11 31	..	4 6	5 26	6 51	..	2 31
42½	**Northampton**	1 52	8 23	11 55	12 7	4 30	5 50	7 15	1 52	2 15
	Blisworth	..	8 40	..	12 28	4 50	6 10	..	..	3 0
97½	**Birmingham**.....	..	10 57	..	..	7 0	..	..	..	..
110½	**London**.....	4 45	11 0	..	3 0	..	8 30	..	4 45	6 0

FARES						
	1st		2nd		3rd.	
	s.	d.	s.	d.	s.	d.
	1	0	0	6	0	2
	1	0	0	9	0	3
	1	0	0	9	0	6
	1	0	0	9	0	6
	1	0	1	0	0	7
	2	0	1	6	1	1
	2	6	2	0	1	3
	3	0	2	6	1	6
	3	6	2	6	1	9
	4	0	3	0	2	0
	4	6	3	6	2	3
	5	0	3	6	2	5
	5	6	4	0	2	7
	6	3	4	6	2	11
	6	9	5	0	3	2
	7	3	5	6	3	6
	..		..		..	
	11	6	9	0	5	6
	14	0	11	0	6	1

For Steamers to Gravesend from the various Piers on the river, see Alphabetical list of Steamers, page 126

LONDON, WOOLWICH, GRAVESEND, &c.

Via Eastern Counties Station, Shoreditch.

To and from London and Woolwich, hourly from * 8 morn. until 12 noon, and from 2 until 9 aft.; also at 10¼ morn, 6¾, 7¾, 8¾, and 9¾ aft.

On Sundays, half hourly from 9 until 11 morn., and from 2 until 9¼ aft. * Leaves Woolwich at 8 morn.

Ixtra, from Ruff's Pier, Woolwich, to London, on week days, at 9¾ morn.

To and from Gravesend, Steamers run in connexion with trains from London at 9, 10, 11, & 12 morn., 2, 4, and 7 aft., on week days; 9, 10, and 11 morn. 2 & 8 aft. on Sundays: from Woolwich at 9 morn., 6, 7, 7¾, 8, 8¾, and 9 aft., daily.

FARES.—From London to Gravesend, 1s. 6d. 1st class and best cabin; 1s., 2nd class and fore deck.

Steamers to and from Woolwich town meet every train.

WARWICK AND LEAMINGTON BRANCH.—London and North Western.

Leamngtn to Lndn. & B.	1, 2, 3 class mrn.	1 cl. ml. mrn	Mixt mrn.	Mixt aft.	Mixt aft.	Mixt aft.	Mixt sft.	Exprs aft.	Mixt aft.	Sund. Exp. mrn.	Sund. 1, 2, 3 afl.
*Leamingtn dep	8 5	9 25	10 30	12 10	2 15	4 0	5 35	7 5	8 40	9 25	8 0
Kenilworth, arr.	8 15	9 35	10 40	12 20	2 25	4 10	5 45	7 15	8 50	9 35	8 10
Coventry	8 30	9 50	10 55	12 35	2 40	4 25	6 0	7 30	9 5	9 50	8 25
Rugby	9 10	10 15	11 38	1 25	3 43	5 5	6 40	8 0	..	10 15	..
London.....	12 45	1 0	3 0	5 0	7 30	8 10	9 50	1030	..	1 15	..
Birmingham ..	9 50	..	12 40	1 32	3 45	..	7 0	8 5	10 7	12 30	9 20

Lndn. & B. to Leamngtn	Mixt mrn.	Mixt mrn.	Exprss. mrn.	3rd clss mrn	Exprss. Mail noon	Mixt mrn.	Mixt aft.	Mixt aft.	Exprs. aft.	Mxt. aft.	Sunday. Mxt mrn	Mixt mrn.	Exp. mrn.
Birmingham dp.	8 0	9 30	10 30	..	12 15	..	3 45	5 30	7 15	8 15	8 0	..	..
London	..	6 15	9 0	6 45	10 0	11 0	12 15	2 0	5 0	5 30	..	7 30	10 0
Rugby	8 15	9 35	..	1 0	12 34	2 25	3 42	5 40	7 12	8 50	..	11 7	12 34
Coventry	8 50	10 25	11 35	3 0	1 5	3 0	4 40	6 25	7 50	9 30	8 45	12 55	1 5
Kenilworth	9 5	10 40	11 50	3 15	1 20	3 15	5 0	6 40	8 5	9 45	9 5	1 10	1 20
Leamington, arr	9 15	10 50	12 0	3 25	1 30	3 25	5 10	6 50	8 15	9 55	9 15	1 20	1 30

Fares—London to Leamington, 1st class 19s., 2nd class 13s. 6d., 3rd class 8s. 7d., Exp. 23s. 6d.

*** In connection with Coach, see page 101.**

BEDFORD AND BLETCHLEY.—16¼ Miles.—London and North Western.

From Bedford	Week Days. morn	morn	morn	aft.	aft.	Sunday. morn	aft.	Fares. 1 cl. s. d.	2 cl. s. d.	3 cl. s. d.
BEDFORD ....depart	7 5	9 45	11 45	2 5	5 55	8 20	3 0			
Ampthill	7 18	9 58	12 0	2 20	6 10	8 35	3 15	1 0	0 9	0 6
Lidlington	7 19	..	12 1	2 21	6 11	8 36	3 16	1 6	1 0	0 7½
Ridgmount	7 21	..	12 3	2 23	6 13	8 38	3 18	1 6	1 0	0 9
Woburn Saads.....	7 36	10 13	12 20	2 40	6 30	8 55	3 33	2 0	1 6	1 0
FENNY STRATFORD..	7 44	..	12 28	2 48	6 38	9 3	3 43	2 6	2 0	1 3
BLETCHLEY	7 51	10 26	12 35	2 55	6 45	9 10	3 50	2 6	2 0	1 4
LONDON	10 10	12 0	3 0	5 0	8 30	..	6 0	9 0	6 6	3 10½
RUGBY ..... arrival	9 35	..	2 25	..	8 50	11 7	..	6 9	5 3	3 2

To Bedford	Week Days. morn	morn	aft.	aft.	Sunday. a.m.	p.m.
RUGBY.....depart	..	11 38	1 20	..	5 15	..	2 0
LONDON	7 15	11 0	12 15	3 30	5 30	7 30	..
BLETCHLEY.....	9 8	12 47	2 5	5 7	7 12	9 22	4 0
FENNY STRATFORD	9 35	1 20	3 20	..	7 20	9 35	4 5
Woburn Sands	9 45	1 30	3 30	5 18	7 30	9 45	4 15
Ridgmount	9 51	1 36	3 36	..	7 36	9 51	4 21
Lidlington	9 53	1 38	3 38	..	7 38	9 53	4 23
Ampthill	10 3	1 48	3 48	5 33	7 48	10 3	4 33
BEDFORD.... arrival	10 15	2 0	4 0	5 45	8 0	10 15	4 45

For Trains from Rugby to Leicester, Nottingham, Derby, Sheffield, Barnsley, and Leeds, see page 52.
For Trains from Rugby to Tamworth, Lichfield, Stafford, Liverpool and Manchester, see page 30.

CHESTER AND CREWE BRANCH—21 Miles in length.—London and North Western.

From Chester	STATIONS.	WEEK DAYS. Mail mrn.	1, 2, 3 class. mrn.	1 & 2 class. mrn	1 & 2 class. mrn	1 & 2 class. aft.	Exprss. aft.	1, 2, 3 class. aft.	Mail. aft.	SUNDAYS. Mail. mrn	Mail. aft.
Mls	Birkenhead	..	6 30	..	11 0	12 45	4 30	..	8 59	..	8 59
—	CHESTER..	6 30	7 30	9 25	11 50	1 40	5 20	5 30	9 35	7 0	9 35
3	Waverton..	..	7 40	..	11 56	1 48	..	5 39	..	..	..
7	Tattenhall	..	7 50	9 41	12 7	2 0	..	5 51	..	..	..
10½	Beeston ..	6 50	8 0	9 50	12 20	2 8	..	6 1	10 0	7 20	10 0
13	Calveley ..	..	8 10	9 58	12 28	2 15	..	6 11	..	..	..
17	Nantwich	..	8 20	..	12 40	2 25	..	6 20	..	..	..
21	CREWE	7 15	8 35	10 15	1* 0	2 40	6 6	6 35	10 20	7 45	10 20
75	Manchester ..	..	10 40	12 30	2 20	4 45	..	8 25	..	..	..
	Birmingham	9 55	12 10	12 45	3 20	5 10	7 45	10 20	1 0	9 55	1 0

From Chester	STATIONS.	WEEK DAYS. Mail. mrn.	1, 2, 3 class. mrn.	1 & 2 class. mrn	1 & 2 class. aft.	1 & 2 class. aft.	1 & 2 class. nuoon	1 & 2 class. aft.	1, 2, 3 class. aft.	Exprss aft.	SUNDAY Mail mrn	1 & 2 class mrn
	Birmingham	12 30	6 30	..	..	10 0	12 10	1 0	4 30	7 25	12 30	1 0
	Manchester	..	7 0	8½	9 50	..	11 40	1 15	5 30	..	..	..
	CREWE	2 50	9 10	10 45	12 35	..	1 57	3 10	7 5	9 21	2 50	3 10
	Nantwich..	..	9 17	..	12 43	..	..	..	7 19	..	..	..
	Calveley ..	..	9 29	..	12 57	..	..	..	7 30	..	..	..
	Beeston ..	3 16	9 38	11 8	1 5	2 10	3 35	..	7 39	..	3 16	3 35
	Tattenhall	..	9 47	..	1 20	..	..	..	7 48	..	..	..
	Waverton..	..	9 59	..	1 28	..	..	..	8 2	..	..	..
	CHESTER..	3 42	10 10	11 30	1 35	2 35	4 10	8 10	10 5	3	3 42	4 10
	Birkenhead	4 17	12 15	12 15	2 30	..	5 15	9 15	11 5	4	4 17	5 15

FARES. Chester to Crewe 4s. by express.—3s. 6d.—3s.—1s. 9d.,—Manchester to Chester, 8s. 6d.—6s.—4s. 4d. * First Class only.

NORTHAMPTON & PETERBORO'—London & North Western.

Mile frm London.	London & Birmin. to Peterborough.	DOWN TRAINS.							Sundays	
	London ..... dep. at	..	7 15	10 30	11 0	..	4 0	9 0	7 30	9 0
	Birmingham..	..	8 0	10 30	..	..	3 45	..	..	..
	Blisworth	..	9 56	12 48	1 35	..	6 10	..	10 10	..
67½	**Northampton**	8 0	10 25	1 3	2 0	5 30	6 30	11 25	10 35	11 25
71½	Billing Road.....	8 2	10 33	..	2 2	5 32	6 38	..	10 43	..
74½	Castle Ashby (WhteMill)	8 10	10 41	..	2 10	5 40	6 46	..	10 51	..
78½	**Wellingborough** ..	8 27	10 54	1 27	2 30	6 0	7 0	11 55	11 4	11 55
80½	Ditchford	8 30	..	..	2 33	6 3	..	..	11 7	..
83	**Higham Ferrars** ..	8 39	11 6	1 37	2 44	6 14	7 13	12 6	11 16	12 6
85½	Ringstead	8 41	11 8	..	2 46	6 16	7 15	..	11 18	..
89	**Thrapston**	8 56	11 20	1 49	3 5	6 35	7 30	12 22	11 32	12 22
91½	Thorpe	8 58	11 24	..	3 7	6 37	7 34	..	11 36	..
94½	Barnwell	9 2	11 28	..	3 11	6 41	7 38	..	11 40	..
97½	**Oundle**	9 18	11 40	2 7	3 28	6 58	7 54	12 40	11 55	12 40
—	Elton	9 23	11 45	..	3 33	7 3	7 59	..	12 0	..
103½	**Wansford**	9 33	11 57	2 21	3 45	7 15	8 11	12 57	12 12	12 57
—	**Stamford**	10 33	12 17	3 21	..	..	9 11	1 57	1 12	1 57
—	Castor	9 34	..	..	3 46	7 16	..	..	12 13	..
107½	Overton	9 37	12 3	..	3 52	7 20	8 17	..	12 18	..
110½	**Peterborough**	9 50	12 15	2 38	4 5	7 30	8 30	1 15	12 30	1 15

All the Trains between Northampton and Peterborough are Mixed.

ADDITIONAL TRAINS TO NORTHAMPTON:—from London, at 6¼ and 9 5 morn., 12¼, 2¼, and 5¾ aft.; from Birmingham at 7 morn., 12 noon, 2¾, and 6¾ aft.

From NORTHAMPTON: to London, at 7¼ and 9¾ morn.; 1¼, 1 50, 2 35, and 7¼ aft.; to Birmingham, at 9¾ and 10¾ morn., 1¾, 2 35, 7¼, and 9¼ aft.

Mile	Peterb. to Birming. and London.	UP TRAINS.							Sundays	
		Mail.	morn	morn	morn	aft.	aft.	aft.	Mail.	aft.
	Peterborough dep.	12 15	6 35	10 0	10 30	2 30	4 0	5 20	12 15	12 45
2¾	Overton ..... arrival	..	6 38	10 3	..	2 33	4 3	5 23	..	12 48
5¼	Castor	..	..	10 6	..	2 36	..	5 26	..	12 51
—	**Stamford**	11 36	6 0	..	9 45	..	3 15	4 35	11 30	12 0
6¾	**Wansford**	12 30	6 50	10 15	10 45	2 45	4 15	5 35	12 30	1 0
8	Elton	..	6 52	10 17	..	2 47	..	5 37	..	1 2
13	**Oundle**	12 45	7 8	10 33	11 0	3 5	4 28	5 53	12 45	1 15
15½	Barnwell	..	7 11	10 35	..	3 8	4 31	5 56	..	1 18
18¾	Thorpe	..	7 14	10 39	..	3 11	4 34	5 59	..	1 21
21¼	**Thrapston**	1 5	7 27	10 52	11 20	3 27	4 49	6 14	1 5	1 35
24¼	Ringstead	..	7 30	10 55	..	3 30	4 52	6 17	..	1 38
27¼	**Higham Ferrars** ..	1 15	7 44	11 13	11 30	3 48	5 8	6 33	1 15	1 53
29½	Ditchford	..	..	11 15	..	3 54	..	6 35	..	1 55
31½	**Wellingborough** ..	1 25	7 56	11 25	11 40	4 0	5 20	6 45	1 25	2 5
35½	Castle Ashby (WhteMill)	..	8 0	11 29	..	4 4	5 24	6 49	..	2 9
38½	Billing Road.....	..	8 3	11 31	..	4 6	5 26	6 51	..	2 31
42½	**Northampton**	1 52	8 23	11 55	12 7	4 30	5 50	7 15	1 52	2 15
	Blisworth	..	8 40	..	12 28	4 50	6 10	..	..	3 0
97½	**Birmingham**.....	..	10 57	..	..	7 0	..	..	..	..
110½	**London**.....	4 45	11 0	..	3 0	..	8 30	..	4 45	6 0

FARES						
	1st		2nd		3rd.	
	s.	d.	s.	d.	s.	d.
	1	0	0	6	0	2
	1	0	0	9	0	3
	1	0	0	9	0	6
	1	0	0	9	0	6
	1	0	1	0	0	7
	2	0	1	6	1	1
	2	6	2	0	1	3
	3	0	2	6	1	6
	3	6	2	6	1	9
	4	0	3	0	2	0
	4	6	3	6	2	3
	5	0	3	6	2	5
	5	6	4	0	2	7
	6	3	4	6	2	11
	6	9	5	0	3	2
	7	3	5	6	3	6
	..		..		..	
	11	6	9	0	5	6
	14	0	11	0	6	1

For Steamers to Gravesend from the various Piers on the river, see Alphabetical list of Steamers, page 126

LONDON, WOOLWICH, GRAVESEND, &c.

Via Eastern Counties Station, Shoreditch.

To and from London and Woolwich, hourly from * 8 morn. until 12 noon, and from 2 until 9 aft.; also at 10¼ morn, 6¾, 7¾, 8¾, and 9¾ aft.

On Sundays, half hourly from 9 until 11 morn., and from 2 until 9¼ aft. * Leaves Woolwich at 8 morn.

Ixtra, from Ruff's Pier, Woolwich, to London, on week days, at 9¾ morn.

To and from Gravesend, Steamers run in connexion with trains from London at 9, 10, 11, & 12 morn., 2, 4, and 7 aft., on week days; 9, 10, and 11 morn. 2 & 8 aft. on Sundays: from Woolwich at 9 morn., 6, 7, 7¾, 8, 8¾, and 9 aft., daily.

FARES.—From London to Gravesend, 1s. 6d. 1st class and best cabin; 1s., 2nd class and fore deck.

Steamers to and from Woolwich town meet every train.

WARWICK AND LEAMINGTON BRANCH.—London and North Western.

Leamngtn to Lndn. & B.	1, 2, 3 class mrn.	1 cl. ml. mrn	Mixt mrn.	Mixt aft.	Mixt aft.	Mixt aft.	Mixt sft.	Exprs aft.	Mixt aft.	Sund. Exp. mrn.	Sund. 1, 2, 3 afl.
*Leamingtn dep	8 5	9 25	10 30	12 10	2 15	4 0	5 35	7 5	8 40	9 25	8 0
Kenilworth, arr.	8 15	9 35	10 40	12 20	2 25	4 10	5 45	7 15	8 50	9 35	8 10
Coventry	8 30	9 50	10 55	12 35	2 40	4 25	6 0	7 30	9 5	9 50	8 25
Rugby	9 10	10 15	11 38	1 25	3 43	5 5	6 40	8 0	..	10 15	..
London.....	12 45	1 0	3 0	5 0	7 30	8 10	9 50	1030	..	1 15	..
Birmingham ..	9 50	..	12 40	1 32	3 45	..	7 0	8 5	10 7	12 30	9 20

Lndn. & B. to Leamngtn	Mixt mrn.	Mixt mrn.	Exprss. mrn.	3rd clss mrn	Exprss. Mail noon	Mixt mrn.	Mixt aft.	Mixt aft.	Exprs. aft.	Mxt. aft.	Sunday. Mxt mrn	Mixt mrn.	Exp. mrn.
Birmingham dp.	8 0	9 30	10 30	..	12 15	..	3 45	5 30	7 15	8 15	8 0	..	..
London	..	6 15	9 0	6 45	10 0	11 0	12 15	2 0	5 0	5 30	..	7 30	10 0
Rugby	8 15	9 35	..	1 0	12 34	2 25	3 42	5 40	7 12	8 50	..	11 7	12 34
Coventry	8 50	10 25	11 35	3 0	1 5	3 0	4 40	6 25	7 50	9 30	8 45	12 55	1 5
Kenilworth	9 5	10 40	11 50	3 15	1 20	3 15	5 0	6 40	8 5	9 45	9 5	1 10	1 20
Leamington, arr	9 15	10 50	12 0	3 25	1 30	3 25	5 10	6 50	8 15	9 55	9 15	1 20	1 30

Fares—London to Leamington, 1st class 19s., 2nd class 13s. 6d., 3rd class 8s. 7d., Exp. 23s. 6d.

*** In connection with Coach, see page 101.**

BEDFORD AND BLETCHLEY.—16¼ Miles.—London and North Western.

From Bedford	Week Days. morn	morn	morn	aft.	aft.	Sunday. morn	aft.	Fares. 1 cl. s. d.	2 cl. s. d.	3 cl. s. d.
BEDFORD ....depart	7 5	9 45	11 45	2 5	5 55	8 20	3 0			
Ampthill	7 18	9 58	12 0	2 20	6 10	8 35	3 15	1 0	0 9	0 6
Lidlington	7 19	..	12 1	2 21	6 11	8 36	3 16	1 6	1 0	0 7½
Ridgmount	7 21	..	12 3	2 23	6 13	8 38	3 18	1 6	1 0	0 9
Woburn Saads.....	7 36	10 13	12 20	2 40	6 30	8 55	3 33	2 0	1 6	1 0
FENNY STRATFORD..	7 44	..	12 28	2 48	6 38	9 3	3 43	2 6	2 0	1 3
BLETCHLEY	7 51	10 26	12 35	2 55	6 45	9 10	3 50	2 6	2 0	1 4
LONDON	10 10	12 0	3 0	5 0	8 30	..	6 0	9 0	6 6	3 10½
RUGBY ..... arrival	9 35	..	2 25	..	8 50	11 7	..	6 9	5 3	3 2

To Bedford	Week Days. morn	morn	aft.	aft.	Sunday. a.m.	p.m.
RUGBY.....depart	..	11 38	1 20	..	5 15	..	2 0
LONDON	7 15	11 0	12 15	3 30	5 30	7 30	..
BLETCHLEY.....	9 8	12 47	2 5	5 7	7 12	9 22	4 0
FENNY STRATFORD	9 35	1 20	3 20	..	7 20	9 35	4 5
Woburn Sands	9 45	1 30	3 30	5 18	7 30	9 45	4 15
Ridgmount	9 51	1 36	3 36	..	7 36	9 51	4 21
Lidlington	9 53	1 38	3 38	..	7 38	9 53	4 23
Ampthill	10 3	1 48	3 48	5 33	7 48	10 3	4 33
BEDFORD.... arrival	10 15	2 0	4 0	5 45	8 0	10 15	4 45

For Trains from Rugby to Leicester, Nottingham, Derby, Sheffield, Barnsley, and Leeds, see page 52.
For Trains from Rugby to Tamworth, Lichfield, Stafford, Liverpool and Manchester, see page 30.

CHESTER AND CREWE BRANCH—21 Miles in length.—London and North Western.

From Chester	STATIONS.	WEEK DAYS. Mail mrn.	1, 2, 3 class. mrn.	1 & 2 class. mrn	1 & 2 class. mrn	1 & 2 class. aft.	Exprss. aft.	1, 2, 3 class. aft.	Mail. aft.	SUNDAYS. Mail. mrn	Mail. aft.
Mls	Birkenhead	..	6 30	..	11 0	12 45	4 30	..	8 59	..	8 59
—	CHESTER..	6 30	7 30	9 25	11 50	1 40	5 20	5 30	9 35	7 0	9 35
3	Waverton..	..	7 40	..	11 56	1 48	..	5 39	..	..	..
7	Tattenhall	..	7 50	9 41	12 7	2 0	..	5 51	..	..	..
10½	Beeston ..	6 50	8 0	9 50	12 20	2 8	..	6 1	10 0	7 20	10 0
13	Calveley ..	..	8 10	9 58	12 28	2 15	..	6 11	..	..	..
17	Nantwich	..	8 20	..	12 40	2 25	..	6 20	..	..	..
21	CREWE	7 15	8 35	10 15	1* 0	2 40	6 6	6 35	10 20	7 45	10 20
75	Manchester ..	..	10 40	12 30	2 20	4 45	..	8 25	..	..	..
	Birmingham	9 55	12 10	12 45	3 20	5 10	7 45	10 20	1 0	9 55	1 0

From Chester	STATIONS.	WEEK DAYS. Mail. mrn.	1, 2, 3 class. mrn.	1 & 2 class. mrn	1 & 2 class. aft.	1 & 2 class. aft.	1 & 2 class. nuoon	1 & 2 class. aft.	1, 2, 3 class. aft.	Exprss aft.	SUNDAY Mail mrn	1 & 2 class mrn
	Birmingham	12 30	6 30	..	..	10 0	12 10	1 0	4 30	7 25	12 30	1 0
	Manchester	..	7 0	8½	9 50	..	11 40	1 15	5 30	..	..	..
	CREWE	2 50	9 10	10 45	12 35	..	1 57	3 10	7 5	9 21	2 50	3 10
	Nantwich..	..	9 17	..	12 43	..	..	..	7 19	..	..	..
	Calveley ..	..	9 29	..	12 57	..	..	..	7 30	..	..	..
	Beeston ..	3 16	9 38	11 8	1 5	2 10	3 35	..	7 39	..	3 16	3 35
	Tattenhall	..	9 47	..	1 20	..	..	..	7 48	..	..	..
	Waverton..	..	9 59	..	1 28	..	..	..	8 2	..	..	..
	CHESTER..	3 42	10 10	11 30	1 35	2 35	4 10	8 10	10 5	3	3 42	4 10
	Birkenhead	4 17	12 15	12 15	2 30	..	5 15	9 15	11 5	4	4 17	5 15

FARES. Chester to Crewe 4s. by express.—3s. 6d.—3s.—1s. 9d.,—Manchester to Chester, 8s. 6d.—6s.—4s. 4d. * First Class only.

Changes are anticipated about the 8th inst.

Sec, R. Perrin. (MANCHESTER, CHESTER & BIRMINGHAM)—L. & N. Western. Goods Man., S. Salt.

Res. Eng. and Supt., H. Woodhouse.

Miles.	Chester & Crewe to Manchester.	1	2	‡3	4	5	6	7	8	9	10	11	Sundays. 1	‡2	‡3	4	‖5	6	Fares. From Birmingham.
		1&2 mail	1 2 3 clss.	1 2 3 class.	1 2 3 class.	1 & 2 mail	1 cls. Exp.	1&2cl.	1c.m.	3d.cls.	1&2cl.	1 cls. Exp.	1&2 mail	1 2 3 mail	1 2 3 mail	1 2 3 clss.	1 2 3 clss.	1 2 3 clss.	1st Exp	2nd clss.	3rd clss.
		aft.	mrn	morn	morn	morn	morn		aft.			aft.	aft.	morn	mrn	aft.	aft.	aft.			
	London.....dep.	8 45	..	..	..	6 15	9 0	8½	10	..	6½	11 5 0	..	8 45	..	10 0	..	7 0	..	..	..
	Birmingham ,,	12 30	..	6 30	..	10 0	12 10	12¼	1	..	3	4½ 7 25	..	12 30	10 0	1 0	..	3 0	..	..	..
		mrn	mrn	morn	morn	aft.	aft.	aft.	aft.	aft.	aft.	aft.	mrn	aft.	aft.	aft.	aft.	aft.	s. d.	s. d.	s. d.	s. d.
	Chester departure	..	..	7 30	9‡25	..	11 50	1 40	..	5 30	..	..	..	..	..	..	..	..	..	..	..	..
4½	Crewe..departure	2 53	7 15	9 2	10 50	12 35	1 42	3 23	..	6 40	9 10	..	2 53	12 35	3 23	..	6 15	..	..	..	..	..
8½	Sandbach	3 8	7 30	9 12	11 0	12 45	..	3 35	..	6 55	..	..	3 8	12 45	3 35	..	6 30	..	12 6	10 6	8 3	4 11
8¾	HlmsChpl. (Cong	3 18	7 40	9 22	11 10	12 58	..	3 45	..	7 5	..	..	3 18	12 57	3 45	..	6 40	..	13 0	11 0	8 9	5 3
14	Chelfrd (Knutsfrd.	3 30	8 0	9 37	11 25	1 11	2 2	3 54	4 40	7 20	9 30	9 40	3 30	1 13	3 54	4 55	6 55	8 0	14 0	12 0	9 6	5 8
17¼	Alderley [& Nwich	..	8 9	9 47	11 35	..	..	4 2	4 50	7 30	..	9 50	..	1 24	3 59	5 5	7 5	8 10	..	12 6	10 0	6 0
19	Wilmslow	..	8 15	9 56	11 43	..	..	..	4 55	7 38	..	9 55	..	1 33	4 5	5 10	7 13	8 15	..	13 0	10 0	6 1
20½	Handforth	..	8 20	10 2	11 50	..	..	..	5 0	7 45	..	10 0	..	1 39	4 11	5 15	7 20	8 20	..	13 0	10 3	6 3
22½	Cheadle.....	..	8 25	10 8	11 56	..	..	..	5 5	7 51	..	10 5	..	1 45	..	5 20	7 26	8 25	..	13 6	10 6	6 5
25¼	Stockport	3 56	8 35	10 16	12 5	1 32	..	4 27	5 12	8 0	..	10 15	3 56	1 55	4 30	5 30	7 35	8 35	16 6	14 0	10 6	6 8
—	Heaton Norris.....	..	8 38	10 19	12 8	..	..	..	5 15	8 3	..	10 18	..	1 58	..	5 33	7 38	8 38	..	..	..	..
28	Levenshulme	..	8 45	10 26	12 15	..	..	..	5 21	8 10	..	10 24	..	2 5	..	5 40	7 45	8 44	..	15 0	11 0	6 10
29¼	Longsight.....	..	8 50	10 31	12 20	..	..	..	5 26	8 15	..	10 30	..	2 10	..	5 45	7 50	8 50	..	15 0	11 0	6 11
31	Manchester.. arr	4 11	9 0	10 40	12 30	1 50	2 30	4 45	5 35	8 25	10 0	10 40	4 11	2 20	4 45	5 55	8 0	9 0	17 6	15 0	11 0	7 1

Loc. Eng., J. Ramsbottom.

Miles.	Manchester to Chester & Crewe	1	2	3	4	5	*6	7	8	†9	10	11	Sundays. 1	2	*3	4	5	6	Fares. From Manchester.
		Exp mail	1 2 3 clss.	1 & 2 class.	Exp. C.s	1 & 2 mail	1&2 clss.	1 2 3 clss.	1 cls Exp	1&2 clss.	1 2 3 clss.	1&2 mail	1&2 mail	1 2 3 class.	1 & 2 clss.	1 2 3 clss.	1 2 3 clss.	1 & 2 mail	1st Exp	2nd clss.	3rd class.
		mrn	mrn	morn	morn	morn	aft.	aft.	aft.	aft.	aft.	aft.	mrn	morn	morn	aft.	aft.	aft.	s. d.	s. d.	s. d.	s. d.
	Manchester .. dep	6 45	7 0	8 30	9 50	11 40	1 15	3 30	5 20	5 30	7 5	8 55	6 45	9 30	11 15	2 15	6 30	8 55	..	..	..	..
1¾	Longsight	..	7 7	..	..	..	..	3 37	..	5 37	7 12	..	..	9 37	11 22	2 20	6 37	..	..	0 4	0 3	0 2
3	Levenshulme	..	7 12	..	..	..	..	3 42	..	5 42	7 17	..	..	9 42	11 27	2 25	6 42	..	..	0 8	0 6	0 3
5¼	Heaton Norris	..	7 18	..	..	..	..	3 48	..	..	7 23	..	..	9 48	11 32	2 28	6 48	..	..	1 0	0 8	0 6
5¾	Stockport	6 54	7 20	8 42	..	11 55	1 27	3 50	..	5 50	7 25	9 8	6 54	9 49	11 34	2 30	6 50	9 8	1 3	1 0	0 8	0 6
8½	Cheadle	..	7 29	8 50	..	..	..	4 0	..	6 0	7 35	..	..	9 57	11 44	2 40	7 0	..	..	1 6	1 2	0 9
10½	Handforth	..	7 35	9 0	..	..	1 42	4 5	..	6 5	7 40	9 23	..	10 3	11 50	2 45	7 5	9 23	..	2 0	1 6	0 11
12	Wilmslow	..	7 41	9 5	..	..	1 47	4 10	..	6 10	7 45	9 28	..	10 9	11 56	2 50	7 10	9 28	..	2 0	1 6	1 1
12¾	Alderley [& Nwich	..	7 49	9 10	..	12 11	1 52	4 15	..	6 15	7 50	9 33	..	10 17	12 4	2 55	7 15	9 33	..	2 6	1 9	1 2
17	Chelfrd .. (Knutsford	7 16	8 1	9 20	10 20	12 20	2 2	4 25	5 46	6 25	8 0	9 43	7 16	10 27	12 16	3 5	7 25	9 48	4 0	3 0	2 0	1 5
22¾	HlmsChpl. .. [Cong	7 28	8 16	9 33	..	12 35	2 15	..	..	6 40	..	9 56	7 28	10 42	12 31	..	..	9 56	4 6	4 0	3 0	1 11
26¼	Sandbach	7 37	8 30	9 44	..	12 45	2 25	..	..	6 50	..	10 7	7 37	10 54	12 45	..	..	10 7	5 6	5 0	3 6	2 3
31	Crewe	7 52	8 45	10 2	10 42	12 57	2 37	..	6 11	7 5	..	10 17	7 52	11 7	12 57	..	..	10 17	6 6	6 5	4 0	2 7
52	Chester .....arrival	..	10 10	11 30	11 30	2 35	4 10	..	..	8 10	..	..	..	..	..	..	..	..	..	8 6	6 0	4 6
—	Birmingham	9 55	12 10	12 45	12 20	3 20	5 10	..	7 45	10 20	..	1 0	9 55	1 20	3 20	..	..	1 0	17 6	15 0	11 0	7 1
—	London	1 0	7 0	5 0	4 0	7 30	9 50	..	10 30	..	..	4 45	1 0	6 0	..	..	..	4 45	42 6	35 0	25 0	15 8½

* 1, 2, 3 class to Chelford. † 1, 2, 3 class to and from Chester. ‡ 1 and 2 from Birmingham. ‖ 3rd class from Birmingham.

Trains in conjunction with Coaches and Omnibuses to and from Leek, Congleton, Knutsford, Northwich, &c.

Week Day	From Manchester to Leek, (Macclesfield Station.)	From Leek by coach to Macclesfield Station.	From Manchester to Knutsford, (Chelford Station.)	From Knutsford by omnibus to Chelford Station.	From Manchester to Northwch (Chelford Station)	From Northwich by Coach to Chelford Station.	From Manchester and Stockport to Congleton (Holmes Chapel Station.)	From Congleton by omnibus to Holmes Chapel Station.
	9 20 mrn 1, 2, 3	7 0 mrn 1, 2, 3	7 0 mrn 1, 2, 3	8 45 mrn 1, 2, 3	7 40 mrn 1, 2, 3	7 0 mrn 1, 2, 3	7 0 mrn 1, 2, 3	6 30 mrn 1, 2, 3
	6 5 aft 1, 2, 3	3 45 aft 1, 2, 3	1 15 aft 1, 2, 3	3 50 aft 1, 2, 3	5 30 aft 1, 2, 3	2 45 aft 1, 2, 3	1 15 aft 1 & 2	10 10 .. 1, 2, 3
	.. ..	.. ..	5 30 .. 1, 2, 3	6 25 .. 1, 2, 3	.. ..	.. ..	5*30 .. 1, 2, 3	5 45 aft 1, 2, 3
Sundays.	7 30 a.m. 1, 2, 3	7 0 a.m. 1, 2, 3	9 30 a.m. 1, 2, 3	.. ..	.. ..	.. ..	.. ..	.. ..
	5 30 p.m. 1, 2, 3	6 15 p.m. 1, 2, 3	.. ..	6 0 p.m. 1, 2, 3	.. ..	.. ..	.. ..	.. ..
Fares	1st cls. 5/6—2nd 4/0—3rd 3/0.		1st cls. 3/6—2nd 2/0—3rd 1/6.		1st cls. 5/0—2nd 3/0—3rd 2/6.		1st class 5s.—2nd 3s.—3rd 2s.	

* Passengers for Congleton per 5 30 p.m. train will be unavoidably detained at Holmes Chapel until the arrival of the 6 40 p.m. down train from Crewe.

W. Gilmer, Sec. **HUDDERSFIELD & MANCHESTER—London and North Western.** A. S. Jee, Eng.

	WEEK DAYS.																SUNDAYS.				
	mrn	mrn	mrn	mrn	mrn	mrn	mrn	aft	aft	aft	aft	aft	aft	aft	aft	..	a.m.	a.m.	a.m.	p.m	p.m
Huddersfield.....dep.	6 0	6 40	7 15	8 10	9 40	10 40	11 30	1 0	1 25	2 0	2 55	4 10	5 5	6 10	7 15	8 0	9 4	..	7 54	9 48	11 30	6 44	8 50
Bradley	..	..	7 23	8 17	9 45	10 45	..	1 5	..	..	3 0	4 15	5 10	..	7 23	..	9 9	..	..	9 54	..	6 50	..
Heaton Lodge Junc.	6 10	6 50	7 31	8 24	9 50	10 50	11 40	1 10	1 35	2 10	3 5	4 20	5 15	6 20	7 30	8 10	9 14	..	8 4	10 0	11 40	6 54	9 0
Leeds.....arrival	7 30	..	..	9 50	11 0	12 0	1 0	2 30	..	3 4	..	5 45	6 25	7 30	..	9 30	10 30	..	..	11 15	1 0	8 0	10 45
Manchester.... do.	..	8 45	9 45	10 30	11 10	1 10	1 30	..	3 5	..	5 30	6 20	7 0	..	10 0	..	11 5	..	10 15	..	1 30	9 25	10 50

ARRIVALS from MANCHESTER on Week Days, 6½, 8 50, 10 12, & 11 14 a.m., 12¼, 1½, 2 25, 4⅝, 5 40, 6 40, 8 25 & 9 35 p.m.—Sundays at 10 21 a.m., 12¼, 7 34 & 49 p.m.
ARRIVALS from LEEDS on Week Days, 7 5, 7 51, 8 50, 10 12, & 11 14 a.m., 12¼, 1 50, 3⅛, 4⅝, 5 40, 7 34 & 9 35 p.m.—Sundays at 8 20 a.m., 12¼, 7 34 & 9 49 p.m.
FARES between Huddersfield and Leeds, 1st class 4s. 6d., second 3s. 6d., third 2s. 3d. Manchester, 1st cls. 7s., second 6s., third 3s. 5d.

CHESTER & HOLYHEAD.

Miles	Stations.	1 Parl 3 cl	2 1 & 2 class	3 1 & 2 class	4 1&2 Exp	5 1 2 3 clss	6 1 2 Ml.	Sunday. 1 2 3 class	1 2 3 class	1 2 3 class	Fares From Bangor. 1 2 Ml.	1 cls.	2 cl.	3 cls.
		mrn	m rn	mrn	mrn	aft	aft	mrn	aft	aft		s. d.	s. d.	s. d.
	KINGSTOWN.....dep.	..	..	..	8 30	..	..	..	..	..		..	..	..
	HOLYHEAD..... ,,	..	..	..	2 0	..	6 20	..	..	..		..	..	..
	Llanfair .....arr	..	..	..	2 45	..	7 5	..	..	..	7 5	..	..	..
	BANGOR..... ,,	6 0	9 15	11 0	3 30	6 0	7 50	7 0	6 0	7 50	..	..	..	..
5¼	Aber..... ,,	6 12	..	11 12	..	6 13	..	7 13	6 13	..	1	0	0 9	0 6
14¼	CONWAY..... ,,	6 36	9 48	11 35	3 52	6 35	8 11	7 35	6 35	8 11	3	0	2 3	1 9
23½	Abergele..... ,,	7 5	10 13	12 1	..	7 1	..	8 1	7 1	..	5	6	4 0	2 6
29¼	RHYL..... ,,	7 20	10 24	12 11	4 21	7 11	8 39	8 11	7 11	8 39	6	0	4 9	3 6
33½	Prestatyn ..... ,,	7 35	..	12 20	..	7 20	..	8 20	7 20	..	7	0	5 6	4 0
39½	Mostyn ..... ,,	7 51	10 46	12 35	..	7 35	..	8 35	7 35	..	8	0	6 6	4 9
42¾	HOLYWELL .... ,,	8 2	10 55	12 43	4 45	7 43	8 58	8 43	7 43	8 58	9	0	7 0	5 3
47	Flint..... ,,	8 20	11 5	12 53	..	7 53	9 6	8 53	7 53	9 6	10	0	7 9	5 9
52½	Queen's Ferry .... ,,	8 36	..	1 6	..	8 6	..	9 6	8 6	..	11	0	8 6	6 6
59½	CHESTER ..... ,,	8 55	11 30	1 25	5 10	8 25	9 25	9 23	8 25	9 25	12	6	9 9	7 3
	Ditto dep. for RHUABON	10 20	11 50	1 40	5 15	9 35	9 35	..	9 25	9 35	15	6	12 3	8 8
—	,, LIVERPOOL ..	9 0	11 30	1 45	5 30	8 30	10 20	9 30	8 30	10 20	15	0	11 9	8 6
—	,, MANCHESTER	9 25	11 50	1 40	5 30	9 35	9 35	..	9 35	9 35	21	0	15 9	11 7
—	,, BIRMINGHAM	9 25	11 50	1 40	5 30	9 35	9 35	..	9 35	9 35	25	6	19 3	13 6
—	,, LONDON	9 25	11 50	1 40	5 20	9 35	9 35	..	9 35	9 35	45	6	33 3	22 1½

Stations.	1 2 Ml.	3rd clss	1 2 class	1 2 clss	exp. 1 &2	1 2 3 clss	1 2 Ml.	Sunday. 1 2 3 class	1 2 3 class
	aft	mrn	mrn	mrn	mrn	mrn	aft	mrn	mrn
LONDON ..... dep.	8 45	..	..	6 15	9 0	10 0	8 45	..	10 0
BIRMINGHAM .. ,,	1230	..	6 30	10 0	1210	1 0	1230	..	1 0
MANCHESTER .. ,,	..	..	7 0	9 50	1140	1 15	..	..	..
LIVERPOOL .... ,,	..	..	..	1230	..	3 15	..	..	..
RHUABON ..... ,,	..	..	..	1230	..	3 20	..	..	..
CHESTER.....dep.	3 45	8 0	10 30	1 45	2 45	4 30	3 45	8 0	4 25
Queen's Ferry ....arrival	..	8 21	..	2 2	..	4 47	..	8 17	4 42
Flint..... ,,	4 3	8 38	10 55	2 14	..	5 04	3 8	8 30	4 55
HOLYWELL .... ,,	4 13	8 51	11 5	2 24	..	5 14	3 18	8 40	5 5
Mostyn ..... ,,	..	9 0	11 14	2 32	..	5 18	..	8 48	5 13
Prestatyn ..... ,,	..	9 18	..	..	..	5 33	..	9 3	5 28
RHYL..... ,,	4 36	9 30	11 37	2 52	3 36	5 42	4 36	9 12	5 37
Abergele..... ,,	..	9 42	11 47	3 2	..	5 52	..	9 22	5 47
CONWAY..... ,,	5 5	10 15	12 12	3 4	4 5	6 18	5 5	9 48	6 13
Aber..... ,,	..	10 42	..	..	..	6 40	..	10 10	6 35
BANGOR..... ,,	5 25	10 55	12 45	4 0	4 25	7 0	5 25	10 25	6 50
Llanfair ..... ,,	6 0	..	..	..	5 0	..	6 0	..	..
HOLYHEAD ..... ,,	6 45	..	..	..	5 45	..	6 45	..	..
KINGSTOWN .. ,,	..	..	..	1025	..	..	..	..	..

MANCHESTER & MACCLESFIELD.

Miles.	Up Trains. STATIONS.	Week Days. 1	2	3	* 4	5	6	7	Sundays. 1	2	3	4	Fares from Manchester. 1 cls.	2 cls	3 cls
		mrn	morn	morn	aft	aft	aft	aft	morn	morn	aft	aft	s. d.	s. d.	s. d.
—	**Manchester** ..dep..	7 30	9 20	11 50	1 40	4 30	6 5	8 0	7 30	10 30	5 30	8 30	..	..	..
1½	Longsight	7 37	9 27	11 57	1 47	4 37	6 12	8 7	7 37	10 37	5 37	8 37	0	4 0	3 0 2
3	Levenshulme	7 42	9 32	12 2	1 52	4 42	6 17	8 12	7 42	10 42	5 42	8 42	0	8 0	6 0 3
5½	Heaton Norris	7 48	9 38	12 8	1 58	4 48	6 23	8 18	7 48	10 48	5 48	8 48	1	0 0	8 0 6
5½	**Stockport**.....	7 50	9 40	12 10	2 0	4 50	6 25	8 20	7 50	10 50	5 50	8 50	1	0 0	8 0 6
8¼	Cheadle	8 0	9 50	12 20	2 10	5 0	6 35	8 30	8 0	11 0	6 0	9 0	1	6 1	2 0 9
9½	Bramhall.....	8 5	9 55	12 25	2 15	5 5	..	8 35	8 5	11 5	6 5	9 5	1	8 1	3 0 10
11½	Poynton	8 10	10 0	12 30	2 20	5 10	6 45	8 40	8 10	11 10	6 10	9 10	2	0 1	6 1 0
13½	Adlington	8 17	10 7	12 37	2 27	5 17	..	8 47	8 17	11 17	6 17	9 17	2	4 1	9 1 2
15½	Prestbury.....	8 24	10 14	12 44	2 34	5 24	6 59	8 54	8 24	11 24	6 24	9 24	2	6 2	0 1 4
17¼	**Macclesfield** ..arr..	8 30	10 20	12 50	2 40	5 30	7 5	9 0	8 30	11 30	6 30	9 30	3	0 2	3 1 6

Miles.	Down Trains. STATIONS.	Week Days. 1	2	3	4	† 5	6	7	Sundays. 1	2	3	4	Fares from Macclesfield. 1 cls.	2 cls	3 cls
		mrn	morn	morn	aft	aft	aft	aft	morn	morn	aft	aft	s. d.	s. d.	s. d.
—	**Macclesfield**..dep..	7 45	9 0	11 0	1 20	3 0	5 50	8 15	7 45	9 0	5 15	8 25	..	..	..
2	Prestbury.....	7 51	9 6	11 6	1 26	3 6	5 56	8 21	7 51	9 6	5 21	8 31	0	4 0	3 0 2
4	Adlington	7 55	9 10	11 10	1 30	3 10	6 0	8 25	7 55	9 10	5 5	8 35	0	8 0	6 0 3
6	Poynton	8 0	9 15	11 15	1 35	3 15	6 5	8 30	8 0	9 15	5 30	8 40	1	0 0	8 0 6
7	Bramhall.....	8 5	9 20	11 20	1 40	3 20	6 10	8 35	8 5	9 20	5 35	8 45	1	4 0	8 0 6
9	Cheadle	8 10	9 25	11 25	1 45	3 25	6 15	8 40	8 10	9 25	5 40	8 50	1	6 1	2 0 9
11½	**Stockport**.....	8 20	9 35	11 35	1 55	3 35	6 25	8 50	8 20	9 35	5 50	9 0	2	0 1	3 0 10
12	Heaton Norris	8 23	9 38	11 38	1 58	3 38	6 28	8 53	8 23	9 38	5 53	9 3	..	1 6	1 0
14½	Levenshulme	8 30	9 45	11 45	2 5	3 45	6 35	9 0	8 30	9 45	6 0	9 10	2	6 1	9 1 2
17½	Longsight	8 35	9 50	11 50	2 10	3 50	6 40	9 5	8 35	9 50	6 5	9 15	2	8 2	0 1 4
17¼	**Manchester**.....	8 45	10	12 0	2 20	4 0	6 50	9 15	8 45	10 0	6 15	9 25	3	0 2	3 1 6

* Will leave Manchester at 2 p.m. on Saturdays. † Will leave Macclesfield at 3 15 p.m. on Saturdays.

FROM MANCHESTER TO STOCKPORT.

At *6¾, 7, 7½, *8½, 9 20, 10½, *11 40, and 11 50 a.m.; 12½, *1½, 1 40, 3½, 4½, *5½, 6 5, 7 5, 8, and *8 55 p.m.

Sundays.—*6½, 7½, 8, 9½, 10½, & *11¼ a.m.; 2¼, 5½, 6½, 8½, *8 55, and 9 10 p.m.

FROM STOCKPORT TO MANCHESTER.

At *3 56, 8 20, 8 35, 9 35, 10 16, 11, & 11 35, a.m.; 12 5, 1, 1 32, 1 55, 3 35, *4 27, 5 12, 6 25, 8, 8 50, & 10½ p.m.

Sundays.—*3 56, 8 20, 9, and 9 35, a.m.; 1 55, *4½, 5½, 5 50, 7 35, 8 35, 9, and 9 40 p.m.

These trains stop at Longsight, Levenshulme, and Heaton Norris, to take up or set down passengers when required, except those marked thus *. To the Luggage Train leaving Manchester every night (Sundays excepted) at 10½, is attached a 2nd cl. carriage, by which passengers may be booked (from Manchester only) to Heaton Norris,—Fare 1s.

LIVERPOOL, CROSBY, AND SOUTHPORT.

Sec.—J. C. Duncan.

From Waterloo to Southport, at 10 25 morn.; 1 40, 4 25, & 8 25 aft. Sundays, at 9¾ morn., & 2¼ aft.

From Southport to Waterloo, at 9½ and 11¾ a.m.; 3 and 7½ p.m. Sundays, at 1¼ & 6 aft.

Railway Omnibuses will leave Tithebarn-street, Liverpool, three quarters of an hour before the departure of each train from Waterloo, with first and second class passengers, who can book through each way, between Liverpool and Southport.

FARES, 1st class 3s.; 2nd class 2s. 6d. Day Tickets, 1st class 5s.; 2nd class 4s., including charge fo Omnibus.

NORTH WESTERN.—Morecambe Branch.

From Lancaster to Poulton-le-Sands—*6, 9½, 10½, and 11½ morn.; 12½, 1½, 2½, 3½, 4½, 6, and 7½ aft. SUNDAYS, 1½, 2, 2½, 5½, 6½, 8. and 8¾ aft.

From Poulton-le-Sands to Lancaster—*7, 9, 10, and 11 morn.; 12 noon; 1, 2, 3, 4, 5, 6½, and 8½ aft. SUNDAYS, 2¼, 5, 6, 7½, 8½, and 9 aft.

Fares.—First class, 8d.; Second class, 6d.; Third class, 4d. Return tickets, First class, 1s.; Second class, 8d.; Third class, 6d.

* Third class Return tickets by these are available by any train during the day.

PRESTON AND LONGRIDGE RAILWAY.

Preston to Longridge—8 30 a.m.; 2 30 & 5 p.m. On SUNDAYS, 8 & 9 a.m.; 2 & 6 30 p.m.

Longridge to Preston—9 a.m.; 3 & 6 p.m. On SUNDAYS, 8 30 & 9 30 a.m.; 2 30 & 7 p.m.

Fares—From Preston to Longridge 6d.; Preston to Grimsargh, 4d.; Longridge to Grimsargh, 4d.; Longridge to Preston, 6d.

On SUNDAYS, Day Tickets to and from Preston and Longridge 9d.

For trains between Manchester, Preston, and the North, via Bolton, see pages 76, 77.

* In connexion with trains to and from London.

No Information—accuracy uncertain.

PRESTON, WIGAN, & PARKSIDE.—London & North Western.

From Parkside	Down Trains Liverpool & Manchester to Preston, &c.	Week Days. mail 1 2	1 2 3 clss. clss. clss.	1 2 clss. fast.	1 2 clss. stop.	1 & 2 Exp	1 2 clss. stop	1 2 3 clss.	Sundays. 1,2cl. mail.	1,2,3 cl. class.	1 cl, 1,2,3 mail.	1,2,3 class.
Mls		mrn *	mrn	mrn	mrn	aft	aft	aft	mrn	aft *	aft	aft
2	**Liverpool**	..	7 45 9 15	..	10 40	..	1 35 3 25	7 15	..	..	..	6 15
6¾	Warrington Junc.	..	8 28 ..	..	11 17	..	2 12 ..	7 58	..	8 43	..	6 58
10	Newton Bridge ..	4 10	8 31 ..	..	11 19	..	2 14 3 58	8 1	4 10	8 46	4 16	7 1
12¼	**Manchester**..	..	7 55 9 25	10 50	..	..	2 45 3 35	7 25	..	8 10	..	6 25
16	Preston Junction.	..	8 39 9 53	11 26	..	..	2 20 4 3	8	..	8 53	..	7 8
18	Golborne..arrival.	..	8 43 ..	11 30	..	..	2 25 ..	8 13	..	8 58	..	7 13
19½	Wigan	4 26	8 58 10 6	11 43	2 25	2 38 4 16	4 30	8 28	4 26	9 10	4 30	7 28
22⅝	Standish	..	9 10 ..	11 53	..	..	2 48 ..	8 40	..	9 25	..	7 40
	Coppull	4 50	9 20 10 27	12 1	..	..	2 56 ..	8 50	4 50	9 35	4 35	7 50
	Euxton	..	9 29 ..	12 16	..	2 50	3 6 4 35	9 5	..	9 50	..	8 5
	Leyland	..	9 35 ..	12 16	..	..	3 11 ..	9 10	..	9 55	..	8 15
	Farrington	..	9 40 ..	12 20	..	..	3 15 ..	9 15	..	..	..	..
	Preston	5 5	9 45 10 35	12 25	..	3 5	3 20 4 45	5 6 9 15	5 5	10 0	5 6 8 15	..
	Fleetwood	..	10 45 11 45	..	..	4 40	4 40 6 0	7 0	..	..	..	..
12	**Carlisle** ..arr.	9 1 2	0 ..	..	..	4 40 5 55	5 50 9 1	9 1	..	..	9 1	..
	Edinburgh ..	..	7 45 ..	..	10 0	0 9	0 9	0 1 30	1 30	..	1 30	..
	Glasgow.....	..	7 55 ..	..	10 15	9 10	9 10	10 1 40	1 40	..	1 40	..

From Preston	Up Trains Preston to Liverpool & Manchester.	Week Days. mail 1 2	1 2 clss. clss.	1 2 3 clss. clss.	1 2 clss. fast.	1 2 clss. stop.	1 2 clss. stop.	1 2 3 exprss	1 2 3 clss. clss.	1 2 3 clss. clss.	mail 1 2	Sundays. 1 cl.	1,2,3 class.	1,2,3 class.	1 2 Mail.
Mls		aft	mrn	mrn	mrn	mrn	mrn	mrn	aft	mrn	aft	aft	mrn	aft	mrn
	Edinburgh dep	9 *15	..	..	..	..	..	1030	6 50	..	mrn	..	..	..	11 15
	Glasgow ,,	9 5	..	..	..	..	..	1020	6 30	..	11* 5	..	..	..	11 5
	Carlisle..dep..	1 44	..	..	..	6 40	..	1 27	11 45	3 45	4 3	..	..	..	4* 3
	Fleetwood	..	..	..	..	..	..	11 45	5	7 0	7 10	3 5 39	..	..	7 0
	Preston	5 39	7 40	9 30	..	12 20	3 20	5 45	7 0	10 3	..	..	8 5	6 15	8 3
	Farrington,arrival	..	7 46	..	..	..	3 25	4	7 10	10 7	..	..	8 11	6 21	..
	Leyland	..	7 51	..	..	10 56	1 41	4 37	7 16	..	4 20	7 21	8 16	6 26	..
	Euxton.....	5 54	7 58	9 20	10 55	11	1 46	4 37	7 27	8 16	5 54	..	8 23	6 33	8 16
	Coppull	..	..	..	..	11 10	1 55	..	4 42	7 47	..	..	8 34	6 44	..
	Standish	..	8 9	..	..	11 17	2	..	4 47	7 39	..	..	8 42	6 52	..
	Wigan	6 20	8 26	9 40	11 15	11 25	2 10	5 14	4 48	7 56	8 36	6 20	8 51	7 1	8 36
	Golborne	..	8 41	..	..	11 45	2 28	..	5	8 16	..	..	9 11	7 21	..
	Preston Junction	..	8 46	9 55	..	11 45	2 28	..	5 2	8 23	8 53	6 39	9 18	7 28	8 53
	Newton Bridge ..	6 39	8 53	..	11 35	11 52	2 37	..	5 9	8 34	..	..	9 21	7 31	..
	Liverpool	..	9 40	10 30	..	12 30	3 15	..	5 46	9 10	10 ..	..	10 5	8 15	..
	Manchester..	..	9 30	10 25	..	12 20	3 5	..	5 36	9 0	9 40	..	9 55	8 5	..

MANCHESTER & MACCLESFIELD.

Miles.	Up Trains. STATIONS.	Week Days. 1	2	3	* 4	5	6	7	Sundays. 1	2	3	4	Fares from Manchester. 1 cls.	2 cls	3 cls
		mrn	morn	morn	aft	aft	aft	aft	morn	morn	aft	aft	s. d.	s. d.	s. d.
—	**Manchester** ..dep..	7 30	9 20	11 50	1 40	4 30	6 5	8 0	7 30	10 30	5 30	8 30	..	..	..
1½	Longsight	7 37	9 27	11 57	1 47	4 37	6 12	8 7	7 37	10 37	5 37	8 37	0	4 0	3 0 2
3	Levenshulme	7 42	9 32	12 2	1 52	4 42	6 17	8 12	7 42	10 42	5 42	8 42	0	8 0	6 0 3
5½	Heaton Norris	7 48	9 38	12 8	1 58	4 48	6 23	8 18	7 48	10 48	5 48	8 48	1	0 0	8 0 6
5½	**Stockport**.....	7 50	9 40	12 10	2 0	4 50	6 25	8 20	7 50	10 50	5 50	8 50	1	0 0	8 0 6
8¼	Cheadle	8 0	9 50	12 20	2 10	5 0	6 35	8 30	8 0	11 0	6 0	9 0	1	6 1	2 0 9
9½	Bramhall.....	8 5	9 55	12 25	2 15	5 5	..	8 35	8 5	11 5	6 5	9 5	1	8 1	3 0 10
11½	Poynton	8 10	10 0	12 30	2 20	5 10	6 45	8 40	8 10	11 10	6 10	9 10	2	0 1	6 1 0
13½	Adlington	8 17	10 7	12 37	2 27	5 17	..	8 47	8 17	11 17	6 17	9 17	2	4 1	9 1 2
15½	Prestbury.....	8 24	10 14	12 44	2 34	5 24	6 59	8 54	8 24	11 24	6 24	9 24	2	6 2	0 1 4
17¼	**Macclesfield** ..arr..	8 30	10 20	12 50	2 40	5 30	7 5	9 0	8 30	11 30	6 30	9 30	3	0 2	3 1 6

Miles.	Down Trains. STATIONS.	Week Days. 1	2	3	4	† 5	6	7	Sundays. 1	2	3	4	Fares from Macclesfield. 1 cls.	2 cls	3 cls
		mrn	morn	morn	aft	aft	aft	aft	morn	morn	aft	aft	s. d.	s. d.	s. d.
—	**Macclesfield**..dep..	7 45	9 0	11 0	1 20	3 0	5 50	8 15	7 45	9 0	5 15	8 25	..	..	..
2	Prestbury.....	7 51	9 6	11 6	1 26	3 6	5 56	8 21	7 51	9 6	5 21	8 31	0	4 0	3 0 2
4	Adlington	7 55	9 10	11 10	1 30	3 10	6 0	8 25	7 55	9 10	5 5	8 35	0	8 0	6 0 3
6	Poynton	8 0	9 15	11 15	1 35	3 15	6 5	8 30	8 0	9 15	5 30	8 40	1	0 0	8 0 6
7	Bramhall.....	8 5	9 20	11 20	1 40	3 20	6 10	8 35	8 5	9 20	5 35	8 45	1	4 0	8 0 6
9	Cheadle	8 10	9 25	11 25	1 45	3 25	6 15	8 40	8 10	9 25	5 40	8 50	1	6 1	2 0 9
11½	**Stockport**.....	8 20	9 35	11 35	1 55	3 35	6 25	8 50	8 20	9 35	5 50	9 0	2	0 1	3 0 10
12	Heaton Norris	8 23	9 38	11 38	1 58	3 38	6 28	8 53	8 23	9 38	5 53	9 3	..	1 6	1 0
14½	Levenshulme	8 30	9 45	11 45	2 5	3 45	6 35	9 0	8 30	9 45	6 0	9 10	2	6 1	9 1 2
17½	Longsight	8 35	9 50	11 50	2 10	3 50	6 40	9 5	8 35	9 50	6 5	9 15	2	8 2	0 1 4
17¼	**Manchester**.....	8 45	10	12 0	2 20	4 0	6 50	9 15	8 45	10 0	6 15	9 25	3	0 2	3 1 6

* Will leave Manchester at 2 p.m. on Saturdays. † Will leave Macclesfield at 3 15 p.m. on Saturdays.

FROM MANCHESTER TO STOCKPORT.

At *6¾, 7, 7½, *8½, 9 20, 10½, *11 40, and 11 50 a.m.; 12½, *1½, 1 40, 3½, 4½, *5½, 6 5, 7 5, 8, and *8 55 p.m.

Sundays.—*6½, 7½, 8, 9½, 10½, & *11¼ a.m.; 2¼, 5½, 6½, 8½, *8 55, and 9 10 p.m.

FROM STOCKPORT TO MANCHESTER.

At *3 56, 8 20, 8 35, 9 35, 10 16, 11, & 11 35, a.m.; 12 5, 1, 1 32, 1 55, 3 35, *4 27, 5 12, 6 25, 8, 8 50, & 10½ p.m.

Sundays.—*3 56, 8 20, 9, and 9 35, a.m.; 1 55, *4½, 5½, 5 50, 7 35, 8 35, 9, and 9 40 p.m.

These trains stop at Longsight, Levenshulme, and Heaton Norris, to take up or set down passengers when required, except those marked thus *. To the Luggage Train leaving Manchester every night (Sundays excepted) at 10½, is attached a 2nd cl. carriage, by which passengers may be booked (from Manchester only) to Heaton Norris,—Fare 1s.

LIVERPOOL, CROSBY, AND SOUTHPORT.

Sec.—J. C. Duncan.

From Waterloo to Southport, at 10 25 morn.; 1 40, 4 25, & 8 25 aft. Sundays, at 9¾ morn., & 2¼ aft.

From Southport to Waterloo, at 9½ and 11¾ a.m.; 3 and 7½ p.m. Sundays, at 1¼ & 6 aft.

Railway Omnibuses will leave Tithebarn-street, Liverpool, three quarters of an hour before the departure of each train from Waterloo, with first and second class passengers, who can book through each way, between Liverpool and Southport.

FARES, 1st class 3s.; 2nd class 2s. 6d. Day Tickets, 1st class 5s.; 2nd class 4s., including charge fo Omnibus.

NORTH WESTERN.—Morecambe Branch.

From Lancaster to Poulton-le-Sands—*6, 9½, 10½, and 11½ morn.; 12½, 1½, 2½, 3½, 4½, 6, and 7½ aft. SUNDAYS, 1½, 2, 2½, 5½, 6½, 8. and 8¾ aft.

From Poulton-le-Sands to Lancaster—*7, 9, 10, and 11 morn.; 12 noon; 1, 2, 3, 4, 5, 6½, and 8½ aft. SUNDAYS, 2¼, 5, 6, 7½, 8½, and 9 aft.

Fares.—First class, 8d.; Second class, 6d.; Third class, 4d. Return tickets, First class, 1s.; Second class, 8d.; Third class, 6d.

* Third class Return tickets by these are available by any train during the day.

PRESTON AND LONGRIDGE RAILWAY.

Preston to Longridge—8 30 a.m.; 2 30 & 5 p.m. On SUNDAYS, 8 & 9 a.m.; 2 & 6 30 p.m.

Longridge to Preston—9 a.m.; 3 & 6 p.m. On SUNDAYS, 8 30 & 9 30 a.m.; 2 30 & 7 p.m.

Fares—From Preston to Longridge 6d.; Preston to Grimsargh, 4d.; Longridge to Grimsargh, 4d.; Longridge to Preston, 6d.

On SUNDAYS, Day Tickets to and from Preston and Longridge 9d.

For trains between Manchester, Preston, and the North, via Bolton, see pages 76, 77.

* In connexion with trains to and from London.

No Information—accuracy uncertain.

PRESTON, WIGAN, & PARKSIDE.—London & North Western.

From Parkside	Down Trains Liverpool & Manchester to Preston, &c.	Week Days. mail 1 2	1 2 3 clss. clss. clss.	1 2 clss. fast.	1 2 clss. stop.	1 & 2 Exp	1 2 clss. stop	1 2 3 clss.	Sundays. 1,2cl. mail.	1,2,3 cl. class.	1 cl, 1,2,3 mail.	1,2,3 class.
Mls		mrn *	mrn	mrn	mrn	aft	aft	aft	mrn	aft *	aft	aft
2	**Liverpool**	..	7 45 9 15	..	10 40	..	1 35 3 25	7 15	..	..	..	6 15
6¾	Warrington Junc.	..	8 28 ..	..	11 17	..	2 12 ..	7 58	..	8 43	..	6 58
10	Newton Bridge ..	4 10	8 31 ..	..	11 19	..	2 14 3 58	8 1	4 10	8 46	4 16	7 1
12¼	**Manchester**..	..	7 55 9 25	10 50	..	..	2 45 3 35	7 25	..	8 10	..	6 25
16	Preston Junction.	..	8 39 9 53	11 26	..	..	2 20 4 3	8	..	8 53	..	7 8
18	Golborne..arrival.	..	8 43 ..	11 30	..	..	2 25 ..	8 13	..	8 58	..	7 13
19½	Wigan	4 26	8 58 10 6	11 43	2 25	2 38 4 16	4 30	8 28	4 26	9 10	4 30	7 28
22⅝	Standish	..	9 10 ..	11 53	..	..	2 48 ..	8 40	..	9 25	..	7 40
	Coppull	4 50	9 20 10 27	12 1	..	..	2 56 ..	8 50	4 50	9 35	4 35	7 50
	Euxton	..	9 29 ..	12 16	..	2 50	3 6 4 35	9 5	..	9 50	..	8 5
	Leyland	..	9 35 ..	12 16	..	..	3 11 ..	9 10	..	9 55	..	8 15
	Farrington	..	9 40 ..	12 20	..	..	3 15 ..	9 15	..	..	..	..
	Preston	5 5	9 45 10 35	12 25	..	3 5	3 20 4 45	5 6 9 15	5 5	10 0	5 6 8 15	..
	Fleetwood	..	10 45 11 45	..	..	4 40	4 40 6 0	7 0	..	..	..	..
12	**Carlisle** ..arr.	9 1 2	0 ..	..	..	4 40 5 55	5 50 9 1	9 1	..	..	9 1	..
	Edinburgh ..	..	7 45 ..	..	10 0	0 9	0 9	0 1 30	1 30	..	1 30	..
	Glasgow.....	..	7 55 ..	..	10 15	9 10	9 10	10 1 40	1 40	..	1 40	..

From Preston	Up Trains Preston to Liverpool & Manchester.	Week Days. mail 1 2	1 2 clss. clss.	1 2 3 clss. clss.	1 2 clss. fast.	1 2 clss. stop.	1 2 clss. stop.	1 2 3 exprss	1 2 3 clss. clss.	1 2 3 clss. clss.	mail 1 2	Sundays. 1 cl.	1,2,3 class.	1,2,3 class.	1 2 Mail.
Mls		aft	mrn	mrn	mrn	mrn	mrn	mrn	aft	mrn	aft	aft	mrn	aft	mrn
	Edinburgh dep	9 *15	..	..	..	..	..	1030	6 50	..	mrn	..	..	..	11 15
	Glasgow ,,	9 5	..	..	..	..	..	1020	6 30	..	11* 5	..	..	..	11 5
	Carlisle..dep..	1 44	..	..	..	6 40	..	1 27	11 45	3 45	4 3	..	..	..	4* 3
	Fleetwood	..	..	..	..	..	..	11 45	5	7 0	7 10	3 5 39	..	..	7 0
	Preston	5 39	7 40	9 30	..	12 20	3 20	5 45	7 0	10 3	..	..	8 5	6 15	8 3
	Farrington,arrival	..	7 46	..	..	..	3 25	4	7 10	10 7	..	..	8 11	6 21	..
	Leyland	..	7 51	..	..	10 56	1 41	4 37	7 16	..	4 20	7 21	8 16	6 26	..
	Euxton.....	5 54	7 58	9 20	10 55	11	1 46	4 37	7 27	8 16	5 54	..	8 23	6 33	8 16
	Coppull	..	..	..	..	11 10	1 55	..	4 42	7 47	..	..	8 34	6 44	..
	Standish	..	8 9	..	..	11 17	2	..	4 47	7 39	..	..	8 42	6 52	..
	Wigan	6 20	8 26	9 40	11 15	11 25	2 10	5 14	4 48	7 56	8 36	6 20	8 51	7 1	8 36
	Golborne	..	8 41	..	..	11 45	2 28	..	5	8 16	..	..	9 11	7 21	..
	Preston Junction	..	8 46	9 55	..	11 45	2 28	..	5 2	8 23	8 53	6 39	9 18	7 28	8 53
	Newton Bridge ..	6 39	8 53	..	11 35	11 52	2 37	..	5 9	8 34	..	..	9 21	7 31	..
	Liverpool	..	9 40	10 30	..	12 30	3 15	..	5 46	9 10	10 ..	..	10 5	8 15	..
	Manchester..	..	9 30	10 25	..	12 20	3 5	..	5 36	9 0	9 40	..	9 55	8 5	..

Engr., R. S. Norris Warrington.

LIVERPOOL & MANCHESTER.—London & North Western.

Manager of Goods, B. Poole, Liverpool.

Mls	LIVERPL. to MANCHESTR	Mail	1, 2, 3 class.	1 & 2 class.	N. U. 1st class	Exp.	N. U. 1st class	1 & 2 class	Exp.	1 2 3 class	N. U. 2nd class	Selct 1st class	1 & 2 class	Selct 1st class	1 & 2	1, 2, 3 class	N. U. 2nd class	1 & 2 class
—	LEAVE	mrn	morn	morn	mrn	mrn	morn	morn	mrn	aft.	aft.	aft.	aft.	aft.	aft.	aft.	aft.	aft.
3½	**Liverpool**		6 45	7 30	7 45	9 0	10 40	10 45	11 45	12 30	1 35	2 0	2 45	4 30	6 0	6 45	7 15	7 45
5½	Broad Green .. ar		6 55	7 48	..	..	..	11 3	..	12 47	..	..	3 3	..	6 18	6 55	..	..
5	Roby.....		6 59	7 54	..	..	..	11 9	..	..	..	..	3 9	..	6 24	6 59	..	..
6½	Huyton.....		7 2	7 56	..	..	..	11 11	..	12 55	..	..	3 11	..	6 26	7 2	..	8 12
9	Huyton Quarry ..		7 4	7 58	..	..	..	11 13	..	..	..	..	3 13	..	6 28	7 4	..	..
10½	Rainhill		7 13	8 7	..	..	..	11 22	..	1 6	..	..	3 22	..	6 37	7 13	..	8 24
11½	Lea Green		7 17	8 12	..	..	..	11 27	..	..	..	..	3 27	..	6 42	7 17	..	..
13½	St. Helens Junc.		7 26	8 17	..	..	..	11 32	..	1 15	..	2 28	3 30	..	6 47	7 26	..	8 30
14½	Collins Green		7 33	8 23	..	..	..	11 38	..	..	..	..	3 38	..	6 53	7 33	..	..
15½	Warrington Junc.		7 38	8 28	..	..	..	11 42	..	1 24	..	..	3 42	..	6 57	7 38	..	8 42
—	**Newton**	6 9	7 42	8 30	..	..	..	11 45	..	1 27	..	2 34	3 43	5 2	7 0	7 42	..	8 44
16½	Preston Junction	..	..	..	8 38	..	11 26	..	..	..	2 20	..	..	..	..	..	8 8	..
18½	Parkside	..	7 46	8 33	..	..	..	11 48	..	1 31	..	..	3 47	..	7 3	7 46	..	8 46
20¾	Kenyon Junction	..	7 51	8 41	..	..	..	11 56	..	1 38	..	..	3 53	..	7 11	7 51	..	8 52
23	Bury Lane	..	7 59	8 48	..	..	..	12 3	..	1 45	..	..	4 1	..	7 18	7 59	..	8 57
23¾	Astley	..	8 7	8 56	..	..	..	12 11	..	1 53	..	..	4 7	..	7 26	8 7	..	..
26½	Barton Moss	..	8 12	8 59	..	..	..	12 14	..	..	..	..	4 11	..	7 29	8 12	..	..
27½	Patricroft.....	..	8 21	9 8	..	..	..	12 23	..	2 4	..	..	4 19	..	7 38	8 21	..	9 9
28½	Eccles	..	8 29	9 12	..	..	..	12 27	..	2 8	..	..	4 23	..	7 42	8 29	..	..
29¾	Weaste Lane	..	8 33	9 15	..	..	..	12 30	..	..	..	..	4 27	..	7 45	8 33	..	9 12
31½	Cross Lane	..	8 37	9 19	..	..	..	12 34	..	2 15	..	..	4 31	..	7 49	8 37	..	..
	Manchester..	6 34	8 50	9 25	9 30	10 0	12 20	12 40	12 45	2 20	3 15	3 10	4 40	5 40	7 55	8 55	9 0	9 25

Leaves at 6 39 morn on Sundays.

Sunday Trains.

2 & 3 class	1,2,3 class	1 & 2 class	1,2,3 class	1,2,3 class	1 & 2 class
mon	mrn	mrn	aft.	aft.	aft.
6 45	8 †0	8 15	6 0	6‡15	7 45
..	8 16	..	6 18	..	..
..	8 21	..	6 24	..	..
..	8 24	8 39	6 26	6 38	8 12
..	8 26	..	6 28	..	..
..	8 31	8 49	6 37	6 46	8 24
..	8 34	..	6 42	..	..
..	8 37	8 57	6 47	6 52	8 30
..	8 41	..	6 53	..	..
..	8 43	..	6 57	..	8 42
..	8 46	9 9	7 0	7 1	8 44
..	8 53	..	..	7 8	..
8 46	7 20	..	9 11	7 3	7 11
..	9 23	9 18	7 11	7 33	8 52
8 57	..	9 24	7 18	7 38	8 57
..	9 28	..	7 26	..	..
..	9 33	..	7 26	..	..
..	9 35	..	7 29	..	..
9 41	7 38	7 51	9	9	
..	9 42	..	7 42	..	..
9 12	..	9 48	..	7 45	..
..	9 53	..	7 49	..	..
9	0 9	25	8 0	10 0	9 55

Extra Trains.—Liverpool to Warrington Junction at 6 morn. and 5½ aft.

Passengers may book from Liverpool to Stations between that and Warrington Junction by the Liverpool & Birmingham 2nd class trains in addition to the above.

FARES.—Horses and Carriages, between Liverpool and Manchester, for 1 horse 8s., 2 horses 16s., 3 horses 24s., 2-wheeled carriage 15s., 4-wheeled carriage 20s.

† ‡ For references see following page.

FARES from Liverpl.	1st clas.	2nd clas.	3rd clas.
	s. d.	s. d.	s. d.
Broad Green	0 8	0 6	0 3½
Roby.....	1 0	0 9	0 5
Huyton.....	1 0	0 9	0 5½
Huyton Quarry ..	1 0	0 9	0 6½
Rainhill.....	1 6	1 0	0 9
Lea Green	2 0	1 6	0 10
St. Helens Junc..	2 0	1 6	1 0
Collins Green	2 6	1 9	1 1½
Warrington Junc	2 6	2 0	1 2½
Newton	2 9	2 0	1 3½
Preston Junction	3 0	2 0	1 4½

FARES from Liverpl.	1st clas.	2nd clas.	3rd clas.
	s. d.	s. d.	s. d.
Parkside	3 0	2 0	1 4½
Kenyon Junction	3 3	2 6	1 7
Bury Lane	3 6	2 9	1 9
Astley	4 0	2 0	1 10½
Barton Moss	4 0	3 0	1 11½
Patricroft.....	4 6	3 6	2 2½
Eccles	4 9	3 6	2 3½
Weaste Lane	5 0	3 9	2 4½
Cross Lane	5 0	3 9	2 5½
Manchester..	5 6	4 0	2 7½

Fares from Manchester.	1st clas.	2nd clas.	3rd clas.
	s. d.	s. d.	s. d.
Cross Lane	0 8	0 6	0 1½
Weaste Lane	0 8	0 6	0 3
Eccles	0 8	0 6	0 4
Patricroft.....	1 0	0 9	0 5
Barton Moss	1 6	1 0	0 7½
Astley	1 6	1 0	0 8½
Bury Lane	2 0	1 6	0 10½
Kenyon Junction	2 3	1 6	1 0½
Parkside	2 6	2 0	1 3
Preston Junction	2 6	2 0	1 3
Newton	2 9	2 0	1 3½

Fares from Manchester	1st clas.	2nd clas.	3rd class.
	s. d.	s. d.	s. d.
Warrington Junc	3 0	2 0	1 4½
Collins Green	3 0	2 0	1 6
St. Helens Junc..	3 6	2 6	1 7½
Lea Green	3 9	2 9	1 9
Rainhill	4 0	3 0	1 10½
Huyton Quarry ..	4 3	3 3	2 1
Huyton.....	4 6	3 3	2 1½
Roby.....	4 6	3 6	2 2½
Broad Green	4 9	3 6	2 4½
Liverpool .. .	5 6	4 0	2 7½

G. Palmer, Supt., L'pool. **LIVERPOOL & MANCHESTER.—London & North Western.** T. Goalen, Treas., L'pool.

Manchester to Liverpool.	Mail.	1,2,3 class	1 & 2 class	N. U. 1st class	Se-lect. 1st class	1, 2, 3 class.	N. U. 1st class.	Exp.	1 & 2 class.	N. U. 2nd class	Exp.	1 & 2 class	Se-lect. 1st class	1 & 2 class	N. U. 2nd class	1 & 2 class
LEAVE	mrn	mrn	m n	mrn	mrn	morn	morn	morn	aft.	aft.	aft.	aft.	aft.	aft.	aft.	aft.
Manchester..	3 30	6 45	7 30	7 55	9 15	10 0	10 50	11 30	12 30	1 45	2 15	3 0	5 0	5 30	6 30	7 25
Cross-lane,.... arr	..	6 55	7 36	..	..	10 5	..	..	12 36	..	..	3 6	..	5 36	6 40	..
Weaste Lane	..	6 59	7 40	..	..	..	..	..	12 40	..	..	3 10	..	5 40	6 44	..
Eccles	..	7 2	7 43	..	..	10 12	..	..	12 43	..	..	3 13	..	5 43	6 47	..
Patricroft.....	..	7 4	7 47	..	..	10 16	..	..	12 47	..	..	3 17	..	5 47	6 49	..
Barton Moss	..	7 13	7 56	..	..	..	..	..	12 52	..	..	3 26	..	5 52	6 58	..
Astley.....	..	7 17	7 59	..	..	10 27	..	..	12 56	..	..	3 29	..	5 55	7 2	..
Bury Lane	..	7 28	8 7	..	..	10 35	..	..	1 0	..	..	3 37	..	5 59	7 11	..
Kenyon Junction..	..	7 33	8 14	..	..	10 42	..	..	1 7	..	..	3 44	..	6 7	7 18	..
Parkside	..	7 38	8 22	..	..	10 45	..	..	1 15	..	..	3 52	..	6 14	7 23	..
Preston Junction.	..	..	..	8 38	..	..	11 26	..	..	2 20	..	..	..	..	..	8 8
Newton	6 9	7 42	8 25	..	9 47	10 50	..	..	1 22	..	..	3 55	5 32	6 20	7 27	..
Warrington Junct.	..	7 46	8 28	..	..	10 56	..	..	1 28	..	..	3 58	..	6 23	7 31	..
Collins Green....	..	7 51	8 32	..	..	..	..	..	1 32	..	..	4 2	..	6 28	7 36	..
St. Helen's Junct	..	7 59	8 38	..	..	11 5	..	..	1 35	..	..	4 8	..	6 32	7 44	..
Lea Green.....	..	8 7	8 43	..	..	..	..	..	1 43	..	..	4 13	..	6 40	7 52	..
Rainhill	..	8 12	8 48	..	..	11 14	..	..	1 48	..	..	4 18	..	6 46	7 57	..
Huyton Quarry ..	..	8 21	8 57	..	..	..	..	..	1 57	..	..	4 27	..	6 56	8 6	..
Huyton.....	..	8 29	8 59	9 24	..	11 25	..	..	1 59	..	..	4 29	..	6 59	8 14	..
Roby.....	..	8 33	9 1	9 26	..	11 28	..	..	2 1	..	..	4 31	..	7 1	8 18	..
Broad Green	..	8 37	9 7	..	..	11 33	..	..	2 7	..	..	4 37	..	7 7	8 22	..
Liverpool	6 44	8 50	9 25	9 40	10 25	11 50	12 35	12 30	2 25	3 15	3 15	4 55	6 10	7 25	8 40	9 10

1 & 2 class	Exp.
aft.	aft.
8 20	..
..	..
..	..
..	..
..	..
..	..
..	..
..	..
..	..
8 20	..
..	..
..	..
..	..
..	..
..	..
..	..
..	..
..	..
8 56	6 39
..	..
..	..
..	..
..	..
..	..
..	..
..	..
..	..
9 50	7 14

Sunday Trains.

Mail.	2 & 3 class	1,2,3 class	1 & 2 class	1,2,3 class	1, 2, 3 class	1 & 2 class
		N. U.				
	mrn	mrn	aft.	aft.	aft.	aft.
6 45	8‡10	8 30	5 15	6‡25	8 20	
..	..	8 16	..	5 21	..	..
..	..	8 21	..	5 25	..	..
..	..	8 24	..	5 28	..	..
..	..	8 27	8 44	5 32	6 41	8 34
..	..	8 34	..	5 41	..	..
..	..	8 36	..	5 44	..	..
..	..	8 41	9 1	5 52	6 56	8 40
..	..	8 46	..	5 59	7 2	8 46
..	..	8 53	..	..	7 8	..
6 39	..	9 23	9 16	6 10	7 33	8 56
..	..	9 26	..	6 13	..	..
..	..	9 30	..	6 17	..	..
..	..	9 34	9 28	6 23	7 44	9 5
..	..	9 42	..	6 28	..	..
..	..	9 46	9 36	6 33	7 56	9 14
..	..	9 52	..	6 42	..	..
..	..	9 54	9 46	6 44	8 4	9 22
..	..	9 56	..	6 46	..	..
..	..	10 0	..	6 52	..	..
7 14	8 0	10 5	10 10	7 10	8 20	9 50

Extra Trains.—Warrington Junction to Liverpool, at 10 22 morn. and 8½ aft.

N.B,—Passengers by the first class trains may take a ticket, entitling them to be conveyed to Liverpool or Manchester and BACK the same day, for 10s. Children UNDER Ten Years, Half Price; in the Arms UNDER Four Years, Free.

N.B.—By the Trains marked N. U., being especially North Union Trains, the Passengers for Manchester or Liverpool will be detained unavoidably at Preston Junction till the arrival of the trains from Preston; and such trains are only allowed to take up or set down passengers on the road to and from the North.

† By Trains marked thus † up and down third class passengers are booked to intermediate stations only.

‡ By Trains marked thus ‡ third class passengers will be booked for Liverpool and Manchester only.

SOUTHPORT.—Passengers and Parcels may be booked through to Southport at the Company's Offices Market-street, and Victoria Station, Manchester, per 12½ aft. train, (Sundays excepted)—FARES, Inside 9s. 6d., Outside 6s. 6d.

From Warrington to Manchester.

At 7 55 and 10 7 morn., 3, 3 55 and 8 aft.

On SUNDAYS, 8 morn.; 1 25 and 3 55 aft.

From Manchester to Warrington.

At 7½ and 9½ morn., 1, 3, 5, and 7 aft.

On SUNDAYS, at 8 10 and 11½ morn., and 7 aft.

FARE, 2s. 6d., 2nd class.

From Manchester to Patricroft.

At 8, 9, 10½, and 11½ morn.; 1½, 3½, 5, 6, 7, 8, and 9 aft.

On SUNDAYS, 4, 5, 6½, 7½, 8½, and 9½ aft.

From Patricroft to Manchester.

At 7½, 8½, 9½ & 11 morn.; 12½, 2¾, 4½, 5½, 6½, 7½, 8½, & 9½ aft.

On SUNDAYS, 4½, 5½, 7, 8, 9, & 10 aft. FARES.—To or from Patricroft and Eccles, 1st class, 6d.; 2nd and 3rd class, 4d.

BOLTON & KENYON.—London & North Western.

Agent, H. Bradshaw. Passenger Supt., J. Diggle.

Mls. frm Bolton.	Bolton to Liverpool, London, &c.	Week Days.							Sunday.		Fares.			
		23 clss.	1 2 3 class	1, 2 class.	1,2,3 class.	1, 2 class.	1,23 class.	1 2 3 class.	1,2,3. class.	1,2,3 class.	1st class.	2nd class.	3rd class.	
		mrn	mrn	mrn	aft	aft	aft	aft	morn	aft	s. d.	s. d.	s. d.	
—	**Bolton**....dep	7 0	7 55	9 5	12 35	3 5	4 40	6 40	8 20	6 20	..	..	..	
1¼	Daubhill arrival	7 4	7 59	9 8	12 38	3 8	4 43	6 44	8 24	6 24	0 6	0 4	0 1	
3½	Chequerbent....	7 11	8 5	9 14	12 44	3 14	4 49	6 51	8 31	6 31	0 9	0 6	0 3	
4¾	Atherton	7 17	8 11	9 20	12 50	3 20	4 55	6 57	8 37	6 37	1 0	0 9	0 4½	
7¼	Leigh	7 23	8 17	9 26	12 56	3 26	5 1	7 3	8 43	6 43	1 6	1 0	0 7	
8½	Bradshaw Leach	7 27	8 21	..	1 0	3 30	5 5	7 7	8 47	6 47	1 9	1 3	0 8	
9½	**Kenyon**.....	7 32	8 26	9 33	1 5	3 35	5 10	7 12	8 52	6 52	1 9	1 3	0 9½	
12	Parkside.....	7 38	..	..	1 15	3 52	..	7 23	9 14	7 5	2 0	1 6	1 0	
12½	**Newton**.....	7 42	8 53	9 47	1 22	3 55	..	7 27	9 23	7 33	2 3	1 9	1 1	
18½	**St. Helens** ..	8 30	..	10 50	1 50	4 25	..	8 0	9 45	7 55	3 0	2 3	1 6	
28½	**Liverpool** ..	8 50	9 40	10 25	2 25	4 55	..	8 40	10 5	8 20	5 0	3 9	2 4½	
18½	**Warrington** ..	..	9 8	10 10	1 45	4 15	..	8 0	9 45	8 0	3 0	2 6	1 6½	
96½	**Birmingham**	..	1245	12 30	5+10	..	..	1+ 0	1 20	1 0	17 0	12 6	8 1	
200	**London** arrival	..	5 0	4 ±0	9+50	..	..	4+45	6 0	4 45	37 0	27 0	16 8	

Mls. frm L'pool.	London, Liverpool, &c. to Bolton.	Week Days.							Sunday.		
		1,2,3 class.	1,2,3 class.	1, 2 class.	1, 3 class.	1, 2 class.	1, 2 class.	1,2,3 class.	1,2,3 class.	1,2,3 class.	
		mrn	mrn	mrn	aft	mrn	mrn	aft	mrn	mrn	
—	**London**....dep	..	..	..	..	6 15	10‡ 0	..	..	10‡ 0	
—	**Birmingham**	..	..	6 30	..	10 0	1 ‡ 0	..	‡1 0	..	
—	**Warrington**	..	7 55	10 7	..	3 0	3 55	..	8 0	3 55	
—	**Liverpool**	..	7 30	10 40	12 30	2 45	4 30	6 0	8 15	6 0	
—	**St. Helens**....	..	7 50	11 0	1 0	3 15	..	6 30	8 30	6 10	
15½	**Newton**	..	8 30	11 19	1 27	3 45	5 2	7 0	9 9	7 0	
16½	Parkside	..	8 33	..	1 31	3 47	..	7 3	9 11	7 3	
18½	**Kenyon**	7 40	8 50	11 32	1 38	3 53	5 15	7 11	9 18	7 11	
20½	Bradshaw Leach	7 44	8 55	11 36	1 48	4 3	..	7 21	9 28	7 20	
21½	Leigh	7 48	9 0	11 40	1 52	4 7	5 26	7 25	9 32	7 25	
23½	Atherton.....	7 55	9 5	11 46	1 59	4 14	5 32	7 33	9 38	7 33	
25	Chequerbent	8 5	9 15	11 55	2 8	4 23	5 40	7 43	9 48	7 43	
27¼	Daubhill	8 11	9 21	12 1	2 15	4 30	5 46	7 50	9 55	7 50	
28½	**Bolton**..arrival	8 15	9 25	12 5	2 20	4 35	5 50	7 55	10 0	7 55	

From Atherton to Manchester by trains leaving Bolton at 7 & 7 55 a.m., 12 35, 3 5, (4 40, 1st class only,) and 6 40 p.m; on Sundays, at 8 20 a.m., and 6 20 p.m. From Manchester to Atherton at 6 45, 7 55, and 10 a.m., 12½, 3, & 6½ p.m.: on Sundays, at 8½ a.m., and 6 25 p.m. Fares each way, 2s. 6d., 1s. 6d., 1s. Day Tickets, First Class, 4s.

From St. Helens to Liverpool, *7 50, 8¾, 10¾, and †10 50 a.m.; 1, 2¾, 3 50, *6 20, *7 15, and †8 15 p.m. **On Sundays,** *9 15 a.m.; *6 10, *7 30, and †8 15 p.m.

From St. Helens to Manchester, *7¼, *7 50, (8 30, waiting an hour at Warrington Junction), 10 50 a.m.; †*1, *2¼, 3¼, *5¼, *6 25, *7¼, & †8¼ p.m. **On Sundays** *8¾ a.m.; *6 10 & †8 15 p.m.

From St. Helens to Bolton, *7 50 and 10 50 a.m.; *1, 3¾, and *6 20 p.m. **On Sundays,** *8¾ a.m., and *6 10 p.m.

From St. Helens to Wigan and Preston, *7 50 and 10 50 a.m., 1, 3¾, and *7¼ p.m. **On Sundays** *8¾ a.m. and *6 10 p.m.

St. Helens to Warrington, *7 50, 8 30, & 10 50 a.m.; 1, 3¼, 5¾, 6 20 & 8¼ p.m. **On Sundays,** 8¼ a.m., 6 10 and 8¼ p.m.

Liverpool to St. Helens, *6¾, 7¼, 8¼, and 10¾ a.m.; *12½, 2, 2¾, 5¼, 6, *6¾, 7¼, and 7¾ p.m. **Sundays,** *8 and 8¼ a.m.; 6 and 7¼ p.m.

Manchester to St. Helens, *6¾, 7½, 9¼, & *10 a.m.; 12½, 1¾, 3, 5½, & *6¾ p.m. **Sundays** *10 and *8¾ a.m.; *¾ and *6 25 p.m.

St. Helens to Runcorn Gap, at 8¾ and 11 30 a.m., 4 10, & 6 40 p.m. **On Sundays** at 7¼ a.m. and 4¼ p.m.

Runcorn Gap to St. Helens, at 6 35 and 9¼ a.m., 5 50, and 7 10 p.m. **On Sundays** at 8 a.m. and 5¼ p.m.

* Trains so marked Stopping at Rainhill, Huyton Gate, Newton, Parkside, Kenyon Junction, Bury Lane, & Patricroft only from Runcorn Gap.

† Trains leave Sutton ten minutes after their departure from St. Helens, and about half an hour after their departure from Runcorn Gap.

FARES.—From St. Helens to Liverpool, 2s., 1s. 6d., 1s.; to Manchester, 3s. 6d., 2s. 6d., 1s. 9d.; to Bolton, 3s.; 2s. 3d., 1s. 9d.; to Wigan, 2s. 6d., 1s. 6d., 1s. 3d.; to Preston, 5s. 6d., 3s. 6d., 2s. 6d.; to Runcorn Gap, 7½d.—return tickets, 1s.

† First and second class only. ‡ Express to Birmingham, 21s.; London, 45s. Third class passengers are conveyed between Bolton and Kenyon by every train.

CHESTER AND BIRKENHEAD.

Civil Engineer—W. Bragge.
Treasurer—Walter Johnston.
Secretary—John Gibson.

Locomotive Superintendent—J. Wakefield.
Goods Manager—J. Roberts.

Mls.	DOWN STATIONS.	Mail 1 & 2	1,2,3 clss,	1&2 clss.	1 & 2 class	1 & 2 class	1 & 2 class	1 & 2 class	Mail 1 & 2 class	1 & 2 class	1 & 2 class	1,2,3 class	Exp. 1 & 2 class
	LEAVE	aft.	mrn	mrn	morn	morn	morn	morn	morn	aft.	morn	morn	aft.
	London.....	8 45	..	..	..	..	..	6 15	10* 0	..	6 45	11 0	5 0
—	Birmingham.....	12a30	..	..	..	..	..	10 0	1 0	..	3 0	4 30	7 25
—	**Chester**.....	3 47	6 0	8 30	9 0	10 0	11 30	1 45	4 30	5 30	7 0	8 30	10 20
3	Mollington arrival		6 10	8 36	..	10 6	..	1 51	..	5 36	7 6	8 36	10 26
7	**Sutton**		6 28	8 45	9 11	10 15	11 45	2 0	4 45	5 45	7 15	8 45	10 35
8	Hooton		6 32	8 49	..	10 19	11 49	2 4	..	5 49	7 19	8 49	10 39
9	Bromborough		6 36	8 52	..	10 22	..	2 7	4 51	5 52	7 22	8 52	10 42
11	Spital		6 44	8 56	..	10 26	11 56	2 11	..	5 56	7 26	8 56	10 46
12	Bebington.....		6 48	9 0	..	10 30	..	2 15	4 59	6 0	7 30	9 0	10 50
13	Rock Lane		6 52	9 3	..	10 33	12 2	2 18	..	6 3	7 33	9 3	10 53
13½	Lime Kiln Lane ..	Sets down London passengers only.	6 54	9 5	..	10 35	12 5	2 20	5 5	6 5	7 35	9 5	10 55
15	**Birkenhead** ..	4 17	7 0	9 15	9 30	10 45	12 15	2 30	5 15	6 15	7 45	9 15	11 5
16	**Liverpool**	..	7 15	9 35	9 45	11 5	12 35	2 50	5 35	6 35	8 5	9 35	..

SUNDAY TRAINS.				
Mail 1 & 2	1,2,3	Mail 1 & 2	1, 2,3	
aft,	morn	morn	aft.	
8 45	..	10* 0	..	
12a30	..	1 p. 0	..	
3 47	9 30	4 30	8 45	
	9 36	4 36	8 51	
	9 45	4 45	9 0	
	9 49	4 49	9 4	
	9 52	4 52	9 7	
	9 56	4 56	9 11	
	10 0	5 0	9 15	
	10 3	5 3	9 18	
	10 5	5 5	9 20	
4 17	10 15	5 15	9 30	
..	10 30	5 30	9 45	

Sets down London passengers only.

FARES fr. Chester.	1st	2nd	3rd
	s. d.	s. d.	s. d.
	..	..	..
	..	..	..
	0 6	0 4	0 3
	1 2	0 11	0 7
	1 4	1 0	0 8
	1 6	1 1	0 9
	1 10	1 5	0 11
	2 0	1 6	1 0
	2 2	1 8	1 1
	2 4	1 9	1½
	2 6	2 0	1 3
	..	..	..

Mls.	UP STATIONS.	1,2. 3 class	1 &2 clss.	1 &2 clss.	1 & 2 class	1 & 2 class	1 & 2 class	1 & 2 class	Exp. 1 & 2 class	1 & 2 class	1 & 2 class	Mail 1 & 2 class	1,2 3 class
	LEAVE	morn	mrn	mrn	moru	morn	aft.	aft.	aft.	aft.	aft.	aft.	aft.
	Liverpool	6 15	7 15	8 45	10 0	10 45	12 30	3 15	4 15	4 45	6 15	8 40	9 30
	Birkenhead ..	6 30	7 30	9 0	10 15	11 0	12 45	3 30	4 30	5 0	6 30	8 59	9 45
1½	Lime Kiln Lane, ar.	6 34	7 34	9 4	10 19	..	12 49	3 34	..	5 4	6 34	..	9 49
2	Rock Lane	6 36	7 36	9 6	10 21	..	12 51	3 36	..	5 6	6 36	..	9 51
3	Bebington..arrival	6 40	7 40	9 10	10 25	11 10	12 55	3 40	..	5 10	6 40	..	9 55
4	Spital	6 43	7 43	9 13	10 28	..	12 58	3 43	..	5 13	6 43	..	9 58
6	Bromborough	6 47	7 47	9 17	10 32	..	1 2	3 47	..	5 17	6 47	..	10 2
7	Hooton	6 51	7 51	9 21	10 36	..	1 6	3 51	..	5 21	6 51	..	10 6
8	**Sutton**	6 55	7 55	9 25	10 40	11 18	1 10	3 55	4 48	5 25	6 55	9 14	10 10
12	Mollington	7 3	8 3	10 33	10 48	..	1 18	4 3	..	5 33	7 3	..	10 18
15	**Chester**.....	7 15	8 15	9 45	11 0	11 40	1 30	4 15	5 10	5 45	7 15	9 29	10 30
90	Birmingham.....	12 10	..	..	..	3 20	5 10	..	7 45	..	..	1 0	..
202	**London**.....	7 0	..	..	..	7 30	9 50	..	10 30	..	..	4 45	..

Takes up L'don passengersonly

Takes up L'don passengersonly

SUNDAY TRAINS.				
1,2, 3 class.	1 & 2 class	1,2,3 class	Mail. 1 & 2	
morn	aft.	aft.	aft.	
8 0	1 30	5 30	8 40	
8 15	1 45	5 45	8 59	
8 19	1 49	5 49	f	
8 21	1 51	5 51	9 2	
8 25	1 55	5 55	9 6	
8 28	1 58	5 58	9 9	
8 32	2 2	6 2	9 13	
8 36	2 6	6 6	9 17	
8 40	2 10	6 10	9 21	
8 48	2 18	6 18	..	
9 0	2 30	6 30	9 29	
..	..	..	1 0	
..	..	..	4 45	

Passengers pick up L'don

FARES fr. Birknhd	1st	2nd	3rd
	..	..	..
	..	s. d.	s. d.
	s. d.	..	..
	0 4	0 3	1½
	0 4	0 3	0 2
	0 6	0 4	0 3
	0 8	0 6	0 4
	1 0	0 9	0 6
	1 2	0 10	0 7
	1 4	1 0	0 8
	2 0	1 6	1 0
	2 6	2 0	1 3
	15 6	11 6	7 6
	35 6	25 6	16 10

Day Tickets are available to first and second class passengers by any train—a transfer of such, subjects the party to heavy penalties.
Those issued on Saturdays are available up to the Monday night.
* First Class only from London and Birmingham.

Horses—From Birkenhead to Chester, 5s. each. **Carriages**—2 wheels, 6s.; 4 wheels, 8s.

Children under three years of age free; above three and under twelve, charged half-price.

The Dublin mail packet leaves Birkenhead immediately after the arrival of the 8¾ p.m. train from London.

Henry Robertson, Engineer. **SHREWSBURY AND CHESTER.** R. Roy, Secretary.

From Rhuabon	DOWN. Rhuabon to Chester, &c.	WEEK DAYS. 1 1,2,3 Class	2 1 & 2 Class	3 1 &2 clas.	4 1 & 2 Class	5 1 & 2 Class	6 1 & 2 Class	7 1 & 2 Exp.	8 1 & 2 Class	9 1 2 3 Cl.	Sundays. 1 1,2,3 Class	2 1&2 Class	3 1,2,3 Class
Mls		morn	morn	mrn	morn	aft.	aft.	aft.	aft.	aft.	morn	aft.	aft.
—	**Rhuabon** dep.	5 35	8 15	9 0	10 30	12 30	3 20	4 30	6 5	7 30	8 30	1 30	7 35
5	**Wrexham** arr.	5 57	8 25	9 10	10 44	12 45	3 34	4 42	6 19	7 43	8 46	1 43	7 50
8	Gresford	6 10	8 31	9 16	10 52	12 54	3 42	4 49	6 27	7 51	8 55	1 51	7 59
9	Rossett	6 18	8 35	9 20	10 57	12 59	3 47	4 51	6 32	7 56	9 0	1 56	8 4
11	Pulford&Dodlestn	6 25	..	..	11 1	1 3	3 51	..	6 36	8 0	9 5	2 0	8 8
14	Saltney	6 41	..	9 38	11 11	1 14	4 1	..	6 46	8 10	9 16	2 10	8 19
17	**Chester** arrival	6 55	8 55	9 45	11 22	1 25	4 12	5 17	6 56	8 25	9 28	2 20	8 30
—	,, ...dep.	8 30	9 0	10 0	11 30	1 45	4 30	5 30	7 0	8 30	9 30	4 30	8 45
32	Birkenhead ..arr.	9 15	9 30	10 45	12 15	2 30	5 15	6 15	7 45	9 15	10 15	5 15	9 30
—	Liverpool ,,	9 35	9 45	11 5	12 35	2 50	5 35	6 35	8 5	9 35	10 30	5 30	9 45
69	**Manchester** a	10 40	12 30	..	2 30	4 45	..	8 25	..	..	..	..	..
92	**Birmingham** a	9 55	12 45	..	3 20	5* 10	..	7 45	..	1 0	..	..	1 0
205	**London** ..... a	1 6	5 0	..	7 30	9 50	..	10 30	..	4 45	..	..	4 45

From Chester	UP. Chester &c. to Rhuabon.	WEEK DAYS. 1 1&2 Clas	2 1, 2, 3 Class	3 1 & 2 Class	4 1 & 2 Class	5 1 & 2 Class	6 1 & 2 Class	7 1&2 Clss	8 1 & 2 Class	9 1,2,3 Class	Sundays. 1 1, 2, 3 Class	2 1&2 Clss	3 1,2,3 Class
Mls		aft.	mrn.	morn	morn	morn	morn	aft.	aft.	aft.	aft.	aft.	morn
188	**London** ..dep.	8 45	..	..	..	6 15	10 0	..	..	..	8 45	..	10 0
75	**Birminghm.** d	12 30	..	6 30	..	10 0	1 0	..	..	..	12 30	..	1 0
52	**Manchester** d	*	..	7 0	8 30	9 40	1 15	..	..	..	morn	..	aft.
—	Liverpool ..dep.	..	7 15	8 45	10 45	12 30	3 15	4 15	6 15	8 40	8 0	1 30	5 30
15	Birkenhead.. ,,	..	7 30	9 0	11 0	12 45	3 30	4 30	6 30	8 59	8 15	1 45	5 45
—	**Chester** .. ,,	3 50	8 20	10 30	11 50	1 40	4 25	5 15	7 20	9 35	9 10	2 35	6 40
3	Saltney....arrival	..	8 26	10 35	11 56	1 46	4 30	..	7 26	9 41	9 16	2 41	6 46
6	Pulford&Dodlestn	..	8 35	..	12 5	1 55	..	..	7 35	9 50	9 27	2 50	6 55
8	Rossett	..	8 39	10 47	12 9	1 59	4 42	5 36	7 39	9 54	9 32	2 54	6 59
9	Gresford	..	8 46	10 53	12 16	2 6	4 48	5 36	7 46	10 1	9 40	3 1	7 6
12	**Wrexham** ..	4 35	8 57	11 4	12 27	2 17	4 59	5 46	7 57	10 12	9 52	3 12	7 17
17	**Rhuabon** ..arr	5 5	9 15	11 20	12 45	2 35	5 15	6 0	8 15	10 30	10 10	3 30	7 35

Sunday Tickets, not transferable, to pass between any of the stations on the Line, will be granted at the following Rates, viz.—

First Class....	20s. per Mile....	12s. per Mile....	8s. per Mile,
Second Class..	15s. per Mile....	9s. per Mile....	6s. per Mile.

Any fractional part of a mile will be charged the same as a whole mile, and parties under Fourteen Years of Age, one-half the above rates.

* This train runs also on Sundays.

FARES frm Rhuabon

1st Class	2nd Class	Chp. 3 Cls.
s. d.	s. d.	s. d.
..	..	..
1 0	0 9	0 5
1 8	1 2	0 9
1 10	1 4	0 9
2 3	1 7	0 11
2 9	2 2	1 2
3 0	2 6	1 5
3 0	2 6	1 5
3 6	2 6	1 5
4 6	3 6	2 2
5 8	4 8	2 10
..	..	..
11 6	8 6	5 9
16 0	13 0	7 8
36 0	27 0	17 1

Day Tickets NOT Transferable.

1 cls.	2 cls.
s. d.	s. d.
..	..
1 6	1 0
..	..
..	..
..	..
..	..
4 6	3 0
8 6	6 0
..	..
..	..
..	..
..	..

FARES from Chester.

1st Class	2nd Class	Chp. 3 Cls.
s. d.	s. d.	s. d.
2 8	2 2	1 5
2 6	2 0	1 3
..	..	..
0 6	0 4	0 3
1 3	0 10	0 6
1 8	1 2	0 9
1 10	1 4	0 9
2 6	1 9	1 0
3 0	2 6	1 5

Day Tickets NOT Transferable.

1. cls.	2 cls.
s. d.	s. d.
..	..
4 0	3 0
..	..
..	..
..	..
..	..
3 9	3 0
4 6	3 9

COACHES IN CONNEXION WITH TRAINS TO AND FROM

	UP. Nos.	DOWN. Nos.	AT
Shrewsbury, Overton, Ellesmere, Ludlow, Leominster, and Hereford ..... meet..	.... 3....	.... 8....	....Rhuabon.
Chirk, Oswestry, Shrewsbury, Llanymenach, Welshpool, Newtown, and Aberystwith	.... 4....	.... 5....	....Ditto.
Chirk and Oswestry	....3,4,7....	....3,5,8....	....Ditto.
Llangollen	....3,4,7....	....3,6,7....	....Ditto.
Barmouth, Dolgelley, Bala, Corwen, Druid, and Llangollen	.... 3....	.... 7....	....Ditto.
Hawarden, Mold, Ruthin, Denbigh, St. Asaph, and Rhyl	.... 4....	.... 6....	....Saltney

Midland West Branch.

BIRMINGHAM, TAMWORTH, BURTON, & DERBY.

Engineer, H. Barlow. Supt. Loc. Department, M. Kirtley.

DOWN TRAINS.

Miles fr. Brmghm	Birmingham to Derby. Departure from	Week Days. 1 & 2 mail	2 1,2,3 class.	3 1 & 2 class.	4 1,2,4, class.	5 1 & 2 class.	6 1 & 2 class.	7 4th class.	8 1 & 2 class.	9 1,2,3 class.	Sundays. 1 & 2 Mail.	2 1,2,4 class.	3 1,2,4 class.	FARES from BIRMINGHAM 1st class.	2nd class.	3rd. class.
—	**LONDON**.....	aft	mrn	mrn	aft.	aft.	aft.	mrn	mrn	aft	mrn	aft	aft	s. d.	s. d.	s. d.
—	**Coventry**.....	..	..	6 15	..	..	..	7 15	11 0	..	..	..	..	..	..	..
—	**Hampton**.....	..	..	10 8	..	..	..	11 40	2 50	..	..	..	..	..	..	..
54	Coleshill, arrival.....	..	..	10 35	..	..	..	12 7	3 45	..	..	..	..	..	..	..
—	Bristol	..	..	10 43	..	..	..	12 15	3 55	..	..	..	..	..	..	..
—	**Birmingham**.....	7 5	..	5 45	8 10	11 10	1 50	3 45	6 9	7 5	12 5	8 0	6 30	11 15	8 6	6 3
44	Castle Bromwich.....	7 30	..	6 15	8 40	11 40	2 20	4 15	6 40	7 35	a.m.	8 30	7 0	11 0	7 11	5 9
63	Water Orton.....	7 46	..	6 32	8 56	11 56	2 36	4 32	6 56	7 51	..	8 46	7 16	10 15	7 0	5 6
84	Forge Mills	7 52	..	6 38	9 2	12 2	2 42	4 38	7 2	7 57	..	8 52	7 22	10 9	6 54	5 3
10	Whitacre Junc.....	8 0	..	6 46	9 10	12 10	2 50	4 46	7 10	8 5	..	9 0	7 30	10 0	6 45	4 9
11½	Kingsbury	8 5	..	6 51	9 15	12 15	2 55	4 51	7 15	8 10	..	9 5	7 35	9 15	6 39	4 6
15½	Wilnecote&Fazeley	8 11	..	6 57	9 21	12 21	3 1	4 57	7 21	8 16	..	9 11	7 41	9 9	6 33	4 3
17¼	**Tamworth**.....	8 15	..	7 1	9 25	12 25	3 5	5 1	7 25	8 20	..	9 15	7 45	9 0	6 27	4 0
23¼	Oakley & Alrewas.	8 23	..	7 9	9 33	12 33	3 13	5 9	7 33	8 28	..	9 23	7 53	8 15	6 15	3 6
26¾	Barton & Walton.	8 28	..	7 14	9 38	12 38	3 18	5 14	7 38	8 33	..	9 28	7 58	8 9	6 9	3 3
30¾	**Burton**.....	8 35	..	7 21	9 45	12 45	3 25	5 21	7 45	8 40	..	9 35	8 5	8 0	6 0	3 0
34¾	Willington.....	8 43	..	7 29	9 53	12 53	3 33	5 29	7 53	8 48	..	9 43	8 13	7 15	5 4	2 9
41¼	**DERBY**..... arrival	8 55	..	7 41	10 5	1 5	3 45	5 40	8 0	9 0	1 55	10 0	8 20	7 6	5 3	2 6

For continuation of trains northward, see page 52; to Nottingham, Newark, and Lincoln, page 50.

UP TRAINS.

Mls.	Derby to Birmingham Departure from	Week Days. 1	2,3, class.	1 & 2 class.	1,2,4, class.	1&2 class.	1,2,3 class.	1 & 2 class.	Sundays. 1,2,4, class.	1,2,4 class.	1 & 2 class.	FARES From DERBY. 1st class.	2nd class.	3rd. class.
—	**DERBY**	mrn	mrn	aft	aft	aft	aft	aft	mrn	aft	aft	s. d.	s. d.	s. d.
6¾	Willington	8 30	10 15	11 30	2 0	4 15	6 20	11 15	8 0	6 50	11 15	1 0	0 9	0 6
11	**Burton**	8 40	10 55	11 53	2 25	4 40	6 45	11 35	8 25	7 10	11 35	1 6	0 11	0 9
15	Barton & Walton.....	8 53	11 15	12 14	2 40	4 58	7 5	..	8 45	7 30	..	1 9	1 1	0 9
17¼	Oakley & Alrewas.	9 0	11 30	12 32	2 55	5 15	7 20	12 3	9 0	7 45	12 3	1 11	1 3	0 11
24	**Tamworth**.....	9 15	11 50	12 38	..	5 20	7 35	..	9 15	8 0	..	2 2	1 6	1 0
25¾	Wilnecote&Fazeley	9 20	..	12 50	..	5 35	7 50	..	9 20	8 15	..	2 3	1 7	1 0
29¾	Kingsbury	9 30	..	..	..	5 45	8 0	..	9 35	8 25	..	2 6	1 9	1 1
31¼	Whitacre Junc.....	9 35	11 45	12 55	3 15	5 50	8 5	..	9 40	8 30	..	2 8	1 10	1 2
33	Forge Mills	9 40	11 50	1 0	3 20	5 55	8 10	..	9 45	8 35	..	2 9	1 11	1 3
34¾	Water Orton.....	9 45	..	1 5	3 25	6 0	8 15	..	9 50	8 40	..	2 10	2 0	1 4
37	Castle Bromwich.	9 50	12 0	1 10	3 30	6 5	8 20	..	9 55	8 45	..	2 11	2 1	1 5
41¼	**Birmingham**.....	10 0	12 10	1 20	3 45	6 15	8 30	..	10 5	8 55	..	3 0	2 3	1 6
383	Coleshill.....	9 40	11 50	..	3 20	5 45	8 10	..	9 30	8 15	..	2 6	1 9	1 1
388	**Hampton**.....	10 10	12 10	..	3 45	6 15	8 40	..	10 0	8 45	..	3 0	2 3	1 6
473	**Coventry**.....	10 50	12 45	..	4 35	7 0	9 20	..	10 40	9 35	..	3 6	2 6	1 9
—	**LONDON**..... arr	3 0	5 0	..	8 10	11 0	1 50	..	3 0	1 55	..	6 3	4 3	3 0

Week Days.

Derby to Birmingham Departure from	1,2,3, class.	1 & 2 class.	1,2,4, class.	1&2 class.	1,2,3 class.	1 & 2 class.	1,2,4,1 class.	1 & 2 class.	FARES From DERBY. 1st class.	2nd class.	3rd. class.
DERBY	mrn	mrn	aft	aft	aft	aft	aft	aft	s. d.	s. d.	s. d.
Willington	8 15	10 30	11 20	2 0	4 15	6 20	11 15	8 0	1 0	0 9	0 6
Burton	8 30	11 40	11 40	2 25	4 30	6 35	11 35	8 25	1 6	0 11	0 9
Barton & Walton.....	8 40	10 55	11 53	2 25	4 40	6 45	11 35	8 25	1 6	0 11	0 9
Oakley & Alrewas.	8 53	11 15	12 14	2 40	4 58	7 5	..	8 45	1 9	1 1	0 9
Tamworth.....	9 0	11 30	12 32	2 55	5 15	7 20	12 3	9 0	1 11	1 3	0 11
Wilnecote&Fazeley	9 15	11 50	12 38	..	5 20	7 35	..	9 15	2 2	1 6	1 0
Kingsbury	9 20	..	12 50	..	5 35	7 50	..	9 20	2 3	1 7	1 0
Whitacre Junc.....	9 30	..	..	..	5 45	8 0	..	9 35	2 6	1 9	1 1
Forge Mills	9 35	11 45	12 55	3 15	5 50	8 5	..	9 40	2 8	1 10	1 2
Water Orton.....	9 40	11 50	1 0	3 20	5 55	8 10	..	9 45	2 9	1 11	1 3
Castle Bromwich.	9 45	..	1 5	3 25	6 0	8 15	..	9 50	2 10	2 0	1 4
Birmingham.....	9 55	12 10	1 20	3 45	6 15	8 30	..	10 5	3 0	2 3	1 6
Coleshill.....	9 30	11 50	..	3 20	5 45	8 10	..	9 30	2 6	1 9	1 1
Hampton.....	10 0	12 10	..	3 45	6 15	8 40	..	10 0	3 0	2 3	1 6
Coventry.....	10 40	12 45	..	4 35	7 0	9 20	..	10 40	3 6	2 6	1 9
LONDON..... arr	2 55	5 0	..	8 10	11 0	1 50	..	3 0	6 3	4 3	3 0

Sundays.

mrn	aft	aft	mrn	aft	aft	aft	aft	aft	aft	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
8 0	6 30	11 15	8 0	6 50	11 15	1 0	0 9	0 6	0 6	1 0	0 9	0 6	0 6	0 6	0 6	0 6
8 25	7 10	11 35	8 25	7 10	11 35	1 6	0 11	0 9	0 9	1 6	1 0	0 9	0 9	0 9	0 9	0 9
8 45	7 30	..	8 45	7 30	..	1 9	1 1	0 9	0 9	1 6	1 0	0 9	0 9	0 9	0 9	0 9
..	..	..	..	..	..	1 11	1 3	0 11	0 11	1 9	1 1	0 9	0 9	0 9	0 9	0 9
9 7	7 54	12 3	9 7	7 54	12 3	2 2	1 6	1 0	1 0	2 2	1 6	1 0	1 0	1 0	1 0	1 0
9 20	8 0	..	9 20	8 0	..	2 3	1 7	1 0	1 0	2 3	1 7	1 0	1 0	1 0	1 0	1 0
9 35	8 25	..	9 35	8 25	..	2 6	1 9	1 1	1 1	2 6	1 9	1 1	1 1	1 1	1 1	1 1
9 40	8 30	..	9 40	8 30	..	2 8	1 10	1 2	1 2	2 8	1 10	1 2	1 2	1 2	1 2	1 2
9 45	8 35	..	9 45	8 35	..	2 9	1 11	1 3	1 3	2 9	1 11	1 3	1 3	1 3	1 3	1 3
9 50	8 40	..	9 50	8 40	..	2 10	2 0	1 4	1 4	2 10	2 0	1 4	1 4	1 4	1 4	1 4
9 55	8 45	..	9 55	8 45	..	2 11	2 1	1 5	1 5	2 11	2 1	1 5	1 5	1 5	1 5	1 5
10 5	8 55	..	10 5	8 55	..	3 0	2 3	1 6	1 6	3 0	2 3	1 6	1 6	1 6	1 6	1 6
9 30	8 15	..	9 30	8 15	..	2 6	1 9	1 1	1 1	2 6	1 9	1 1	1 1	1 1	1 1	1 1
10 0	8 45	..	10 0	8 45	..	3 0	2 3	1 6	1 6	3 0	2 3	1 6	1 6	1 6	1 6	1 6
10 40	9 35	..	10 40	9 35	..	3 6	2 6	1 9	1 9	3 6	2 6	1 9	1 9	1 9	1 9	1 9
1 55	10 0	8 20	1 55	10 0	8 20	6 3	4 3	3 0	3 0	6 3	4 3	3 0	3 0	3 0	3 0	3 0

Sundays.

mrn	aft	aft	mrn	aft	aft	aft	aft	aft	aft	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
8 0	6 30	11 15	8 0	6 50	11 15	1 0	0 9	0 6	0 6	1 0	0 9	0 6	0 6	0 6	0 6	0 6
8 25	7 10	11 35	8 25	7 10	11 35	1 6	0 11	0 9	0 9	1 6	1 0	0 9	0 9	0 9	0 9	0 9
8 45	7 30	..	8 45	7 30	..	1 9	1 1	0 9	0 9	1 6	1 0	0 9	0 9	0 9	0 9	0 9
..	..	..	..	..	..	1 11	1 3	0 11	0 11	1 9	1 1	0 9	0 9	0 9	0 9	0 9
9 7	7 54	12 3	9 7	7 54	12 3	2 2	1 6	1 0	1 0	2 2	1 6	1 0	1 0	1 0	1 0	1 0
9 20	8 0	..	9 20	8 0	..	2 3	1 7	1 0	1 0	2 3	1 7	1 0	1 0	1 0	1 0	1 0
9 35	8 25	..	9 35	8 25	..	2 6	1 9	1 1	1 1	2 6	1 9	1 1	1 1	1 1	1 1	1 1
9 40	8 30	..	9 40	8 30	..	2 8	1 10	1 2	1 2	2 8	1 10	1 2	1 2	1 2	1 2	1 2
9 45	8 35	..	9 45	8 35	..	2 9	1 11	1 3	1 3	2 9	1 11	1 3	1 3	1 3	1 3	1 3
9 50	8 40	..	9 50	8 40	..	2 10	2 0	1 4	1 4	2 10	2 0	1 4	1 4	1 4	1 4	1 4
9 55	8 45	..	9 55	8 45	..	2 11	2 1	1 5	1 5	2 11	2 1	1 5	1 5	1 5	1 5	1 5
10 5	8 55	..	10 5	8 55	..	3 0	2 3	1 6	1 6	3 0	2 3	1 6	1 6	1 6	1 6	1 6
9 30	8 15	..	9 30	8 15	..	2 6	1 9	1 1	1 1	2 6	1 9	1 1	1 1	1 1	1 1	1 1
10 0	8 45	..	10 0	8 45	..	3 0	2 3	1 6	1 6	3 0	2 3	1 6	1 6	1 6	1 6	1 6
10 40	9 35	..	10 40	9 35	..	3 6	2 6	1 9	1 9	3 6	2 6	1 9	1 9	1 9	1 9	1 9
1 55	10 0	8 20	1 55	10 0	8 20	6 3	4 3	3 0	3 0	6 3	4 3	3 0	3 0	3 0	3 0	3 0

LEICESTER AND SWANNINGTON.

Leicester to Long Lane—8 a.m., 12 noon, 4¼ and 8 p.m. on Saturdays at 5 p.m.
Long Lane to Leicester—8 and 10 a.m., 12 noon, 4¼ and 8 p.m. On Saturdays at 5 p.m.

Time of Transit, 1¼ hour.

Trains call at all the Stations, viz:—Bagworth, Merry Lees, Desford, Ratby, and Glenfield.

* This train runs also on Sundays.

Season Tickets, not transferable, to pass between any of the stations on the Line, will be granted at the following Rates, viz.:—

	12 Months.	6 Months.	3 Months.
First Class....	20s. per Mile....	12s. per Mile....	8s. per Mile.
Second Class..	15s. per Mile....	9s. per Mile....	6s. per Mile.

Any fractional part of a mile will be charged the same as a whole mile, and parties under Fourteen Years of Age, one-half the above rates.

Henry Robertson, Engineer. **SHREWSBURY AND CHESTER.** R. Roy, Secretary.

DOWN.

Mls	From Rhuabon / Chester, &c.	WEEK DAYS. 1	2	3	4	5	6	7	8	9	Sundays. 1	2	FARES fm Rhuabon 1st	2nd	Chp	Day Tickets NOT Transferable 1 cls.	2 cls.
		1,2,3 Class	1 & 2 Class	1&2 clas.	1 & 2 Class	1 & 2 Class	1 & 2 Class	1 & 2 Exp.	1 & 2 Class	1,2,3 Cl.	1,2,3 Class	1&2 Class	1,2,3 Class	Class	3 Cls.	s. d.	s. d.
		mrn	morn	mrn	morn	aft.	aft.	aft.	aft.	aft.	morn	aft.	aft.	s. d.	s. d.	s. d.	s. d.
—	**Rhuabon** dep.	5 35	8 15	9 0	10 30	12 30	3 20	4 30	6 57	8 30	8 30	1 30	7 35				
5	**Wrexham** arr.	5 57	8 25	9 10	10 44	12 45	3 34	4 42	6 197	43	8 46	1 43	7 50	1 0	0 5	1 6	1 0
8	Gresford	6 10	8 31	9 16	10 52	12 54	3 42	4 49	6 277	51	8 55	1 51	7 59	1 8	1 0		
9	Rossett	6 18	8 35	9 20	10 57	12 59	3 47	4 51	6 327	56	9 0	1 56	8 4	1 10	1 2		
11	Pulford&Dodlestn	6 25	..	..	11 1	1 3	3 51	..	6 36	0	9 5	2 0	8 8	2 3	1 4		
14	Saltney	6 41	..	9 38	11 11	1 14	4 1	..	6 46	8 10	9 16	2 10	8 19	2 9	1 7		
17	**Chester** arrival	6 55	8 55	9 45	11 22	1 25	4 12	5 17	6 56	8 25	9 28	2 20	8 30	3 0	2 2		
—	dep.	8 30	9 0	10 0	11 30	1 45	4 30	5 30	7 0	8 30	9 30	4 30	8 45	3 0	2 6		
32	Birkenhead ..arr.	9 15	9 30	10 45	12 15	2 30	5 15	6 15	7 45	9 15	10 15	5 15	9 30	3 5	2 6	4 6	3 9
—	Liverpool "	9 35	9 45	11 5	12 35	2 50	5 35	6 35	8 5	9 35	10 30	5 30	9 45	3 5	2 8	8 6	6 9
69	**Manchester** a	10 40	12 30	..	2 30	4 45	..	8 25	..	..	..	..	..	11	6 8	6 9	..
92	**Birmingham** a	9 55	12 45	..	3 20	5* 10	..	7 45	..	1 0	..	..	1 0 16	0 13	0 7	8	..
205	**London** .....a	1 6	5 0	..	7 30	9 50	..	10 30	..	4 45	..	..	4 45 36	0 27	0 17	1	..

UP.

Mls	From Chester / Chester &c. to Rhuabon.	WEEK DAYS. 1	2	3	4	5	6	7	8	9	Sundays. 1	2	FARES fromChester. 1st	2nd	Chp	Day Tickets NOT Transferable 1 cls.	2 cls
		1&2 Class	1,2,3 Class	1 & 2 Class	1 & 2 Class	1 & 2 Class	1 & 2 Class	1 & 2 Class	1 & 2 Class	1,2,3 Cl.	1,2,3 Class	1&2 Class	1,2,3 Class	Class	3 Cls.	s. d.	s. d.
		aft.	mrn.	morn	morn	morn	morn	aft.	aft.	aft.	aft.	morn	aft.	s. d.	s. d.	s. d.	s. d.
188	**London** ..dep.	8 45	..	..	..	6 15	10 0	..	..	..	8 45	10 0	33 0	24	6	5 8	..
75	**Birmingham.** d	12 30	..	6 30	..	10 0	1 0	..	..	..	12 30	1 0	13 0	10	6	6 3	..
52	**Manchester** d	*	..	7 0	8 30	9 40	1 15	..	..	..	morn	aft.	8 6	6	0	4 4	..
—	Liverpool ..dep.	..	7 15	8 45	10 45	12 30	3 15	4 15	6 15	8 40	8 0	1 30	5 30	2	2	1 5	..
15	Birkenhead.. "	..	7 30	9 0	11 0	12 45	3 30	4 30	6 30	8 59	8 15	1 45	5 45	2	2	1 3	4 0
—	**Chester** .. "	3 50	8 20	10 30	11 50	1 40	4 25	5 15	7 20	9 35	9 10	2 35	6 40	2	2	1	3 0
3	Saltney....arrival	..	8 26	10 35	11 56	1 46	4 30	..	7 25	9 41	9 16	2 41	6 46	0	0	0 3	..
6	Pulford&Dodlestn	..	8 35	..	..	1 55	..	..	7 35	9 50	9 27	2 50	6 55	1	0	0 6	..
6	Rossett	..	8 39	10 47	12 9	1 59	4 42	5 30	7 39	9 54	9 32	2 54	6 59	1	0	0 6	..
9	Gresford	..	8 46	10 53	12 16	2 6	4 48	5 36	7 46	10 1	9 40	3 1	7 6	1	0	0 9	..
12	**Wrexham** ..arr	4 35	8 57	11 4	12 27	2 17	4 59	5 46	7 57	10 12	9 52	3 12	7 17	1	0	1 0	3 9
17	**Rhuabon** ..arr	5 5	9 15	11 20	12 45	2 35	5 15	6 0	8 15	10 30	10 10	3 30	7 35	3	0	2 6	4 6

COACHES IN CONNEXION WITH TRAINS TO AND FROM

Shrewsbury, Overton, Ellesmere, Ludlow, Leominster, and Hereford ..... meet.. UP. Nos. 3..... DOWN. Nos. 8..... AT ...Rhuabon.
Chirk, Oswestry, Shrewsbury, Llanymenach, Welshpool, Newtown, and Aberystwith ..... 5 ....Ditto.
Chirk and Oswestry ..... 3,5,8 ....Ditto.
Llangollen ..... 3,6,7 ....Ditto.
Barmouth, Dolgelley, Bala, Conwen, Druid, and Llangollen ..... 7 ....Ditto.
Hawarden, Mold, Ruthin, Denbigh, St. Asaph, and Rhyl ..... 3 ..... 4 ..... 6 ....Saltney

Midland West Branch.

BIRMINGHAM, TAMWORTH, BURTON, & DERBY.

Engineer, H. Barlow. Supt. Loc. Department, M. Kirtley.

DOWN TRAINS.

Miles fr. Brmghm	Birmingham to Derby.	Week Days. 1 & 2 mail	1,2,3 clss.	1 & 2 class.	1 & 2 class.	4th class.	1 & 2 class.	1,2,3 class.	Sundays. 1 & 2 Mail.	1,2,4 clss.	1,2,4 class.	FARES from Birmingham 1st clss.	2nd clss.	3rd. clss.
	Departure from	aft	mrn	mrn	aft.	mrn	mrn	aft	aft	mrn	aft	s. d.	s. d.	s. d.
—	**LONDON**.....	..	..	6 15	..	7 15	11 0	..	..	..	..	..	..	..
11	**Coventry**.....	..	..	10 8	..	11 40	2 50	..	..	..	..	..	..	..
—	**Hampton**.....	..	..	10 35	..	1 30	3 45	6 0	..	..	..	..	..	..
5¼	Coleshill, arrival.....	..	..	10 43	..	1 40	3 55	6 10	..	..	..	..	..	..
—	Bristol	7 5	..	5 45	8 10	..	11 10	1 50	7 5	..	..	..	..	..
—	**Birmingham**.....	12 15	7 0	10 30	12 15	1 30	3 45	6 0	12 15	8 0	6 30	..	..	..
4¼	Castle Bromwich.....	a.m.	7 10	..	..	1 40	..	6 9	a.m.	..	..	1 0	0	0 6
6¾	Water Orton.....	..	7 17	..	..	1 48	..	6 14	..	8 13	6 43	1 6	1	0 0 9
8¼	Forge Mills	..	7 21	10 46	..	1 52	4 2	6 18	..	8 20	6 48	2 0	1	6 0 9
10	Whitacre Junc.....	..	7 27	10 50	12 35	2 0	4 10	6 23	..	8 25	6 53	2 6	1	6 1 0
11½	Kingsbury	..	7 32	..	..	2 5	..	6 30	..	8 30	7 0	2 6	2	0 1 0
15½	Wilnecote & Fazeley	..	7 42	..	..	2 17	4 23	6 40	..	8 42	7 10	3 6	2	6 1 6
17¼	**Tamworth**	1 0	7 50	11 10	12 50	2 25	4 30	6 45	1 0	8 47	7 15	4 0	3	0 1 6
23½	Oakley & Alrewas.....	..	8 5	11 25	..	2 43	4 45	7 0	..	9 2	7 30	5 0	4	0 2 0
26¼	Barton & Walton.....	..	8 12	11 35	..	2 53	4 52	7 10	..	9 10	7 40	6 0	4	0 2 3
30½	**Burton**	1 25	8 22	11 45	1 15	3 8	5 0	7 20	1 25	9 22	7 50	6 6	5	0 2 9
34¾	Willington.....	..	8 35	..	..	3 20	..	7 33	..	9 35	8 3	7 6	5	9 3 0
41¼	**DERBY** .....arrival	1 55	9 0	12 15	1 45	3 45	5 40	8 0	1 55	10 0	8 20	9 0	6	6 3 6

For continuation of trains northward, see page 52; to Nottingham, Newark, and Lincoln, page 50.

UP TRAINS.

Mls.	Derby to Birmingham	Week Days. 1,2,3, class.	1 & 2 class.	1,2,4, class.	1&2 class.	1,2,3, class.	1,2,3 clss.	1 & 2 class	Sundays. 1,2,4 class.	1,2,4 clss.	1 & 2 class.	FARES From Derby. 1st clss.	2nd clss.	3rd clss.
	Departure from	mrn	mrn	mrn	aft	aft	aft	aft	mrn	aft	aft	s. d.	s. d.	s. d
	DERBY	8 15	10 30	11 20	2 0	4 15	8 20	11 15	8 0	6 50	11 15	..	..	..
6½	Willington	8 30	..	11 40	..	4 36	8 35	..	8 15	7 0	..	1 6	1	0 0 9
11	**Burton**	8 40	10 55	11 53	2 25	4 40	8 45	11 35	8 25	7 10	11 35	2 6	1	9 1 0
15	Barton & Walton.....	8 53	11 5	12 5	..	4 50	8 58	..	8 35	7 20	..	3 6	2	6 1 3
17¾	Oakley & Alrewas.....	9 0	11 15	12 14	2 40	4 58	9 5	..	8 45	7 30	..	4 0	3	0 1 6
24	**Tamworth**	9 15	11 30	12 32	2 55	5 15	9 20	12 3	9 0	7 48	12 3	5 0	4	0 2 0
25¾	Wilnecote & Fazeley	9 20	..	12 38	..	5 20	9 25	..	9 5	7 54	..	5 6	4	3 2 3
29¾	Kingsbury.....	9 30	..	12 50	..	..	9 35	..	9 15	8 0	..	6 6	5	0 2 6
31¼	Whitacre Junc.....	9 35	11 45	12 55	3 15	5 35	9 40	..	9 20	8 10	..	7 0	5	3 2 9
33	Forge Mills	9 40	11 50	1 0	..	5 40	9 45	..	9 25	8 16	..	7 0	5	6 2 9
34½	Water Orton.....	9 45	..	1 5	..	5 45	..	..	9 30	8 20	..	7 6	5	9 3 0
37	Castle Bromwich.....	9 50	..	1 12	..	5 50	9 55	..	..	..	..	8 0	6	0 3 3
41¼	**Birmingham**.....	10 20	12 30	1 35	3 50	6 10	10 20	1 0	10 0	8 40	1 0	9 0	6	6 3 6
	Bristol	3 15	..	6 0	7 58	10 47	..	6 0	..	..	6 0	..	..	..
33¼	Coleshill.....	9 40	11 50	..	3 20	..	..	..	..	..	..	7 6	5	6 3 0
38¼	**Hampton**.....	10 10	12 10	..	3 45	..	..	..	..	..	..	8 6	6	6 3 3
47¼	**Coventry**.....	11 10	12 45	..	4 35	..	..	..	..	..	..	..	..	..
	LONDON.....ar.r	3 0	5 0	..	8 10	..	..	..	..	..	..	..	..	..

LEICESTER AND SWANNINGTON.

Leicester to Long Lane—8 a.m., 12 noon, 4½ and 8 p.m. on Saturdays at 5 p.m.
Long Lane to Leicester—8 and 10 a.m., 12 noon, 4½ and 8 p.m. On Saturdays at 5 p.m.

Time of Transit, 1¼ hour.

Trains call at all the Stations, viz:—Bagworth, Merry Lees, Desford, Ratby, and Glenfield.

BIRMINGHAM TO WORCESTER, CHELTENHAM, GLOS'TER & BRISTOL.—Bristol & Birmingham.

Sec., Josh. Sanders, Birmingham. (London and North Western Station.) Manr. of Goods, J. D. Payne.

Week Days.

Miles.	Down Trains.	1 1 & 2 class. mail.	2 1 & 2 class.	3 1 2 3 class.	4 1&2 to Glostr 1,2,3 fr Glostr	5 1 & 2 class.	6 1 & 2 class. mail.	7 1 & 2 class.	8 1 & 2 class.	9 1 & 2 class.	10 1 2 3 class.	11 1 & 2 class. Exp.	
	DEPARTURE FROM	morn	morn	morn	morn	morn	morn	aft.	aft.	aft.	aft.	aft.	
0	**Birmingham**	1 40	..	6 52	7 50	..	11 10	2 0	..	4 10	6 27	8 25	..
2	Camp Hill	..	..	6 58	..	..	..	..	..	..	..	..	..
4	Moseley	..	..	7 4	8 2	..	..	..	..	..	..	..	..
9	Longbridge	..	..	7 21	..	..	..	..	..	..	6 39	..	..
11	Barnt Green	..	..	7 27	8 20	..	..	..	..	..	6 57	..	..
13	Blackwell	..	..	7 33	8 25	..	11 42	2 30	..	4 40	7 3	..	..
15	**Bromsgrove**	2 21	..	7 39	8 32	..	11 49	2 36	..	4 46	7 9	8 55	..
17	Stoke Works	..	..	7 45	8 37	..	..	2 42	..	..	7 15	..	..
20	**Droitwich**	2 37	..	7 55	8 45	..	12 2	2 50	..	4 58	7 24	9 7	..
22	Dunhampstead	..	..	8 1	..	..	..	..	..	..	7 30	..	..
26	**Spetchley**	2 54	..	8 15	9 2	..	12 17	3 5	..	5 13	7 41	9 20	..
30	**Worcester** { arrival	3 34	..	8 55	9 42	..	12 57	3 45	..	5 53	8 21	10 0	..
	{ departure	2 14	..	7 35	8 22	..	11 37	2 25	..	4 33	7 1	8 40	..
29	**Wadborough**	..	..	8 25	..	..	..	..	..	..	7 50	..	..
33	Defford	..	..	8 39	9 17	..	12 32	3 19	..	..	8 1	..	..
34	Eckington	..	..	8 44	9 22	..	12 38	..	..	5 32	8 6	..	..
37	Bredon	..	..	8 58	9 32	..	..	3 29	..	..	8 15	..	..
39	**Ashchurch**	3 34	..	9 4	9 37	..	12 49	3 34	..	5 45	8 21	9 40	..
41	**Tewkesbury** { arrival	3 49	..	9 19	9 45	..	12 57	3 43	..	5 52	8 31	9 46	..
	{ depart	3 14	..	8 44	9 29	..	12 39	3 24	..	5 32	8 11	9 28	..
43	Cleeve	..	..	9 18	..	..	..	..	..	..	8 33	..	..
46	**Cheltenham**	3 50	7 27	9 28	9 55	11 30	1 7	3 54	5 30	6 2	8 42	9 55	..
53	**Gloucester** { arrival	4 10	7 42	9 47	10 12	11 45	1 25	4 14	5 45	6 22	9 7	10 10	..
	{ departre	4 30	7 57	..	10 27	..	1 40	4 29	..	6 37	9 22	..	..
62	Stonehouse	4 52	8 17	..	10 47	..	2 0	4 49	..	6 55	9 40	..	..
63½	Frocester	..	8 22	..	10 52	..	2 5	..	..	7 0	..	..	..
68¼	Berkeley Road	5 7	8 35	..	11 4	..	2 15	5 4	..	7 11	9 53	..	..
73½	Charfield	5 21	8 47	..	11 16	..	2 27	5 14	..	7 20	10 5	..	..
75½	Wickwar	..	8 52	..	11 21	..	2 32	..	..	..	..	..	..
80	Yate	..	9 8	..	11 34	..	2 43	5 30	..	7 33	10 18	..	..
84½	Mangotsfield	..	9 17	..	11 47	..	2 55	5 42	..	..	..	..	..
90½	**Bristol** arrival at	6 0	9 37	..	12 7	..	3 15	6 0	..	7 58	10 47	..	..

	SUNDAY Trains. 1 1 & 2 class. mail.	2 1 2 3 class.	3 1 2 3 class.	FARES. 1st Clas	2nd Clas	3rd Clas
	morn	morn	aft.	s. d.	s. d.	s. d.
..	1 40	6 45	5 0	..	..	..
..	..	6 55	5 10	..	..	0 2
..	..	7 0	5 15	1 0	0 9	0 4
..	..	7 14	5 29	2 0	1 6	0 9
..	..	7 19	5 34	3 0	2 0	0 11
..	..	7 24	5 39	3 0	2 0	1 1
..	2 21	7 32	5 47	3 6	2 6	1 3
..	..	7 37	5 52	4 6	3 0	1 5
..	2 37	7 45	6 0	5 6	4 0	1 8
..	..	7 50	6 5	5 6	4 0	1 10
..	2 54	8 8	6 23	7 0	4 6	2 2
..	3 34	8 48	7 3	7 0	4 6	2 8
..	2 14	7 28	5 43			
..	..	8 16	6 31	7 6	5 0	2 5
..	..	8 28	6 43	8 6	5 6	2 9
..	..	8 33	6 48	9 0	6 0	2 10
..	..	8 42	6 57	9 6	6 6	3 1
..	3 34	8 47	7 2	10 0	7 0	3 3
..	3 49	8 57	7 12			
..	3 14	8 40	6 55	10 6	7 6	3 5
..	..	8 57	7 12	12 0	9 0	3 7
..	3 56	9 13	7 28	12 0	9 0	3 10
..	4 10	9 32	7 47			
..	4 30	9 47	8 2	14 0	10 6	4 5
..	4 52	10 7	8 22	16 0	11 9	5 2
..	..	10 12	8 27	16 4	12 0	5 3
..	5 7	10 25	8 40	17 4	12 6	5 9
..	5 21	10 37	8 52	18 6	13 3	6 2
..	..	10 42	8 57	19 0	13 6	6 3
..	..	10 53	9 8	19 10	14 2	6 8
..	..	11 6	9 21	20 6	14 8	7 1
..	6 0	11 30	9 45	22 0	15 6	7 6

For continuation of trains to and from Bath, Bridgewater, Exeter, Totness, and Plymouth, see pages 6, 7, 8.

Day Tickets to and from every Station; if taken on Saturday, may be available on return, either on Sunday or Monday.

W. Kirtley, Loc.Engr. **BRISTOL TO GLO'STER CHELTENHAM, WORCESTER, & BIRMINGHAM.**

Bristol & Birmingham.—(Great Western Station.)

Miles.	Up Trains.	1 1,2,3 class.	2 1 & 2 class.	3 1&2 clss.	4 1 & 2 class.	5 1 & 2 class.	6 1 & 2 class. Mail.	7 1 & 2 class.	8 1&2 clss.	9 1&2 clss. exp.	10 1,2,3 class.	11 1 & 2 class. Mail.	
	TRAINS LEAVE	morn	morn	mrn	morn	morn	morn	aft.	aft.	aft.	aft.	aft.	
0	**Bristol**	..	5 45	..	8 10	..	11 10	1 50	..	3 50	5 0	7 5	..
6	Mangotsfield	..	..	..	8 22	..	11 21	..	..	..	5 15	..	..
10½	Yate	..	6 5	..	8 31	..	11 33	..	..	4 10	5 27	7 30	..
15	Wickwar	..	..	..	8 43	..	..	..	..	..	5 39	..	..
17	Charfield	..	6 18	..	8 48	..	11 48	2 25	..	..	5 45	7 49	..
22½	Berkeley Road	..	6 30	..	9 10	..	11 59	2 35	..	4 25	5 57	8 2	..
26¾	Frocester	..	6 38	..	..	..	12 8	..	..	..	6 7	..	..
28¼	Stonehouse	..	6 40	..	9 10	..	12 12	2 47	..	4 37	6 13	8 15	..
37¼	**Gloucester** { arr.	..	7 0	..	9 31	..	12 30	3 5	..	4 55	6 39	8 40	..
	{ dep.	6 10	7 15	9 0	9 46	11 15	12 45	3 20	4 40	5 10	6 54	9 0	..
44½	**Cheltenham**	6 30	7 33	9 15	10 0	11 30	1 5	3 35	4 55	5 24	7 14	9 20	..
47½	Cleeve	6 35	7 42	..	..	..	..	..	..	..	7 22	..	..
51½	**Ashchurch**	6 45	7 53	..	10 15	..	1 20	3 52	..	5 39	7 32	9 36	..
53½	**Tewkesbury** { arr.	6 55	8 3	..	10 25	..	1 30	4 0	..	5 52	7 42	9 46	..
	{ dep.	6 38	7 43	..	10 5	..	1 13	3 46	..	5 32	7 25	9 28	..
53½	Bredon	6 52	7 59	..	10 20	..	1 25	..	..	..	7 37	..	..
56½	Eckington	7 0	8 8	..	..	..	..	..	..	..	7 44	..	..
57½	Defford	7 6	8 13	..	10 30	..	1 37	4 3	..	..	7 48	..	..
61½	Wadborough	7 16	..	..	..	..	..	..	..	..	7 58	..	..
64½	**Spetchley**	7 27	8 30	..	10 47	..	1 54	4 16	..	6 6	8 8	10 16	..
68½	**Worcester** .. { arr.	8 7	9 10	..	11 27	..	2 34	4 56	..	6 46	8 48	10 56	..
	{ dep.	6 47	7 50	..	10 7	..	1 14	3 36	..	5 26	7 28	9 36	..
68¼	Dunhampstead	7 40	..	..	..	..	..	..	..	..	8 21	..	..
70½	**Droitwich**	7 47	8 45	..	11 0	..	2 9	4 29	..	6 20	8 27	10 33	..
73½	Stoke Works	7 57	8 54	..	11 7	..	2 17	..	..	..	8 37	..	..
75½	**Bromsgrove**	8 5	9 2	..	11 14	..	2 24	4 40	..	6 30	8 44	10 49	..
77½	Blackwell	8 20	9 9	..	..	..	2 33	..	..	..	8 56	..	..
79¼	Barnt Green	8 30	..	..	..	..	2 39	..	..	..	9 1	..	..
81½	Longbridge	8 35	..	..	..	..	..	..	..	..	9 5	..	..
86½	Moseley	8 50	..	..	..	..	..	..	..	..	9 20	..	..
88½	Camp-hill	..	..	..	..	..	..	..	..	..	9 30	..	..
90½	**Birmingham** arriv	9 10	9 45	..	11 53	..	3 15	5 20	..	7 5	9 45	11 30	..

This train runs to Tewkesbury on Wednesdays.

	Sundays. 1 1, 2, 3 class.	2 1, 2, 3 class.	3 1,2cl. Mail.	Fares. 1 cls.	2 cls.	3 cls.
	morn	aft.	aft.	s. d.	s. d.	s. d.
..	6 45	5 0	7 5	..	..	..
..	7 0	5 15	..	1 3	0 9	0 6
..	7 12	5 27	7 30	2 4	1 6	0 10
..	7 24	5 39	..	3 4	2 3	1 3
..	7 30	5 45	7 49	3 9	2 6	1 5
..	7 42	5 57	8 2	5 0	3 3	1 10
..	7 52	6 7	..	6 0	3 9	2 3
..	7 58	6 13	8 15	6 4	4 0	2 4
..	8 24	6 39	8 40			
..	8 39	6 54	9 0	8 0	5 0	3 1
..	8 59	7 14	9 20			
..	9 7	7 22	..	9 6	6 0	3 8
..	9 17	7 32	9 36	10 0	6 6	3 11
..	9 27	7 42	9 46	11 0	7 6	4 3
..	9 27	7 42	9 46			
..	9 10	7 25	9 28	11 0	7 6	4 5
..	9 22	7 37	..			
..	9 29	7 44	..	12 0	8 0	4 5
..	9 33	7 48	..	13 0	8 6	4 8
..	9 43	7 58	..	13 0	8 6	4 9
..	9 53	8 8	10 16	14 0	9 0	5 1
..	10 33	8 48	10 56	15 6	10 0	5 4
..	9 13	7 28	9 36			
..	10 6	8 21	..	15 6	10 0	5 10½
..	10 12	8 27	10 33	15 6	10 0	5 8
..	10 22	8 37	..	17 0	11 0	5 10
..	10 29	8 44	10 49	17 0	11 0	6 1
..	10 41	8 56	..	17 6	11 6	6 3
..	10 46	9 1	..	18 6	12 0	6 5
..	10 50	9 5	..	20 0	13 0	6 7
..	11 5	9 20	..	20 0	13 0	6 9
..	11 15	9 30	..	20 0	13 6	7 2
..	11 30	9 45	11 30	22 0	14 6	7 4
..				22 0	15 6	7 6

Supt., Robt. H. Pike.—**West Cornwall. HAYLE & REDRUTH.—10 Miles.** Sec., W. A. Hart, Broad St. Bldngs, London.

	morn	noon	aft.
Redruth	8 30	12 0	4 45
Camborne	8 45	12 15	5 0
Hayle	9 30	1 0	5 45

	morn	aft.	aft.
Hayle	9 30	1 15	5 45
Camborne	10 15	2 0	6 30
Redruth	10 30	2 15	6 45

Omnibuses from Truro, Falmouth, and Penzance, run to and from the Hayle and Redruth Stations to meet the trains.

Fares.—From Hayle to Camborne, 1st class 8d., 2nd class 6d., 3rd class 4d.: to Redruth, 1st class 1s., 2nd class 9d., 3rd class 6d.

DERBY, NOTTINGHAM, NEWARK, LINCOLN, &c.—Midland.

Supt. Coaching Dept., C. Mills, Derby. Goods Manager, J. West.

Week Days.

Miles	Derby to Nottingham and Lincoln.	1 1, 2, mail	2 1,2,3 clss.	3 1,2,3, clss.	4 1,2,4, clss.	5 1 & 2 clss.	6 1 & 2 clss.	7 1 & 2 clss.	8 1,2,3 clss.	9 1,2,3, clss.
	Depart from	mrn	mrn	morn	morn	morn	mrn	aft	aft	aft
	Birmingham	1215	..	7 0	..	10 30	1030	1 30	3 45	6 0
—	**Derby**	2 20	6 50	9 10	11 10	12 40	2 30	4 25	5 50	8 15
2¾	Spondon	..	..	9 15	11 15	12 45	2 35	..	5 58	..
4	Borrowash	..	7 0	9 20	11 20	12 55	2 40	4 35	6 3	8 25
7	Sawley	..	..	9 28	11 28	1 0	2 47	..	6 10	8 32
9½	Long-Eaton	..	..	9 35	11 34	1 5	2 53	4 48	6 15	8 40
12⅓	Beeston	..	..	9 45	11 40	1 10	3 0	..	6 20	8 47
15½	**Nottingham**.... arrival	2 55	7 35	10 0	11 55	1 25	3 15	5 10	6 35	9 0
	departure	3 10	7 45	10 10	12 15	..	3 50	6 0	..	9 10
19	Carlton	..	7 55	10 20	..	..	..	6 10	..	..
21	Burton Joyce	..	8 0	10 25	12 30	..	..	6 16	..	..
23½	Lowdham	..	8 7	10 30	12 35	..	4 10	6 22	..	9 30
26½	Thurgaton	..	8 17	10 40	..	..	..	6 32	..	..
28½	Fiskerton	..	8 23	10 45	12 50	..	4 25	6 38	..	9 45
—	**Southwell**.....arr.	..	8 37	11 0	1 15	..	4 40	6 55	..	..
	Ditto .....dep.	..	8 15	10 35	12 40	..	4 15	6 25	..	..
33	**Newark**	4 0	8 37	11 0	1 3	..	4 38	6 52	..	10 0
38¼	Collingham	..	8 52	11 13	1 18	..	4 53	7 7	..	10 12
—	Swinderby	..	8 57	..	..	..	..	7 12	..	..
43¼	Thorpe	..	9 5	11 25	..	..	..	7 20	..	..
48⅔	**Lincoln** ..... arrival	4 55	9 25	11 45	1 45	..	5 20	7 40	..	10 40

Sundays.

1 1& 2 mail	2 1,2,3 clss.	3 1,2,3, clss.	4 1 & 3 clss.
mrn	morn	aft	aft
1215	..	..	..
2 20	7 30	5 15	7 10
..	7 35	..	7 15
..	7 40	..	7 20
..	7 48	..	7 28
..	7 53	..	7 33
..	8 0	..	7 40
2 55	8 15	5 50	7 55
3 10	8 20	6 0	..
..	8 30	6 10	..
..	8 36	6 16	..
..	8 42	6 22	..
..	8 52	6 32	..
..	8 58	6 38	..
..	..	..	..
..	..	..	..
4 0	9 12	6 52	..
..	9 27	7 7	..
..	9 32	7 12	..
..	9 40	7 20	..
4 55	10 0	7 40	..

Week Days.

Miles	Lincoln and Nottingham to Derby.	1 1, 2, 3 class.	2 1,2,3 clss.	3 1,2,4 clss.	4 1 & 2 clss.	5 1 & 2 clss.	6 4th class.	7 1 & 2 class.	8 1,2,3 clss.	9 1 & 2 mail.
	DEPART FROM	morn	morn	morn	aft	aft	aft	aft	aft	aft
—	**Lincoln**	..	6 30	8 20	..	12 15	..	2 45	5 15	8 0
5½	Thorpe	..	6 45	8 33	..	..	..	..	5 30	..
—	Swinderby	..	..	8 39	..	..	..	..	5 36	..
10½	Collingham	..	6 58	8 45	..	12 40	..	3 5	5 43	8 30
15½	**Newark**	..	7 15	9 0	..	12 55	..	3 18	6 0	8 50
—	**Southwell**..... arr.	..	7 35	9 30	..	1 15	..	3 40	6 20	..
	Ditto .....dep.	..	7 15	9 0	..	12 40	..	3 18	6 0	..
20¼	Fiskerton	..	7 27	9 20	..	1 7	..	..	6 12	9 0
22¼	Thurgaton	..	7 32	9 25	..	..	..	..	6 17	..
25½	Lowdham	..	7 40	9 33	..	1 20	..	3 40	6 25	..
27½	Burton Joyce	..	7 45	9 40	..	1 25	..	..	6 30	..
29½	Carlton	..	7 50	9 45	..	..	..	..	6 35	..
33¼	**Nottingham**.....arr.	..	8 5	10 0	..	1 45	..	4 5	6 50	9 50
—	Ditto.....dep.	6 50	8 15	10 15	12 50	3 0	3 30	5 5	7 0	10 0
36¼	Beeston	6 58	8 22	10 22	12 55	3 7	3 37	5 10	7 8	..
39½	Long-Eaton	7 6	8 30	10 29	..	3 15	3 45	5 20	7 16	..
41½	Sawley	7 15	..	10 35	..	3 20	3 57	5 27	7 23	..
44½	Borrowash	7 23	..	10 43	..	3 30	4 9	5 35	7 30	..
46¼	Spondon	..	..	10 47	..	..	4 17	5 40	7 35	..
48⅔	**Derby**,.....arrival	7 40	9 0	11 0	1 25	3 45	4 40	5 50	7 45	10 45
	Birmingham	10 20	12 30	1 35	3 50	6 10	..	..	10 20	1 0

Sunday.

1 1,2,3&4 clss.	2 1,2,3 clss.	3 1 & 2 mail.
morn	aft	aft
7 15	5 15	8 0
7 30	5 30	..
7 36	5 36	..
7 43	5 43	8 30
8 0	6 0	8 50
..	..	..
..	..	..
8 12	6 12	9 0
8 17	6 17	..
8 25	6 25	..
8 30	6 30	..
8 35	6 35	..
8 50	6 50	9 50
9 0	8 15	10 0
9 9	8 22	..
9 18	8 29	..
9 26	8 35	..
9 35	8 43	..
9 40	8 47	..
9 45	9 0	10 45
8 40	..	1 0

For continuation of Route to Sheffield, Leeds, &c.—see pages 52 & 53.

Fares.—From Lincoln; to Newark, 4s., 2s. 6d., Mail; 3s. 6d., 2s. 6d., 1s. 6d.; to Nottingham, 8s., 5s. 6d., Mail; 7s. 6d., 5s. 6d., 3s.; to Derby, 11s., 7s. 6d., Mail; 10s. 6d., 7s. 6d., 4s.

In connexion with Coaches to and from Lincoln—see page 98.

LEICESTER, SYSTON, MELTON, OAKHAM, STAMFORD, AND PETERBOROUGH.

Down Trains.

Miles	STATIONS.	1 1,2,	2 1,2,4	3 1 & 2	4 1,2,3	5 1,2,	Sunday 6 1,2,4	Sunday 7 1,2,4	Fares frm Leicester. 1st cls.	Fares frm Leicester. 2nd cls.	Fares frm Leicester. 3rd cls.
	Trains leave	mrn	mrn	morn	mrn	mrn	mrn	mrn.	s. d.	s. d.	s. d.
	Manchestr	..	..	..	7 45	1025	..	..			
	Birmnghm	..	..	8 0	1215	5 39	..	..			
	Derby.....	..	7 0	10 30	2 0	4 15	7 10	11 30			
	Leicester..	6 0	8 0	11 20	2 45	7 40	8 0	0 0	..	..	..
4¾	Syston	..	8 10	11 32	2 55	7 52	8 10	6 10	1 00	0 90	6 3
8	Rearsby	..	8 18	..	3 2	8 0	8 18	6 18	2 01	1 30	0 64
9¼	Brooksby	6 15	8 22	11 42	3 6	8 4	8 22	6 22	2 01	1 61	0 10
12¼	Kirby	..	8 30	..	3 13	..	8 30	6 30	3 02	2 01	0 123
15	**Melton**	6 25	8 40	11 58	3 23	8 20	8 40	6 40	3 02	2 61	1 31
16¾	Saxby	..	..	..	..	..	..	..	..	..	..
21¼	Whisendine ..	..	9 1	..	3 41	..	9 1	7 1	4 03	3 01	1 194
23¾	Ashwell	..	9 10	..	3 49	..	9 10	7 10	5 04	4 02	2 261
26¾	**Oakham** ...	7 1	9 21	12 35	3 59	8 56	9 21	7 21	5 06	4 62	3 294
30¼	Manton	7 13	9 33	12 46	4 10	9 8	9 33	7 32	6 5	5 02	3 313
34¼	Luffenham....	7 25	9 47	12 58	4 22	9 20	9 47	7 47	6 5	6 3	3 344
36¾	Ketton	..	9 56	..	4 30	..	9 56	7 56	6 8	6 3	3 368
40¼	**Stamford**..	7 45	10 10	1 20	4 43	9 40	10 10	8 10	6 6	6 3	6 403
43	Uffington	7 52	10 18	..	4 50	..	10 18	8 18	9 07	6 3	9 433
46¾	Helpstone	8 0	10 28	1 40	4 59	9 55	10 28	8 28	10 07	6 4	0 45
50	Walton	8 8	10 37	..	5 7	..	10 37	8 37	10 6	8 0	4 6
53	**Peterbro'**..	8 20	10 50	2 ..	5 20	10 15	10 50	8 50	11 0	8 0	6 4
—	**Ely**.....arr.	9 49	1 13	4 15	7 15	..	..	..	..	..	..
—	**Norwich** ,,	1220	4 35	8 35	1035	..	..	..	..	..	..
—	**Yarmouth**,,	1 20	5 30	9 40	1130	..	..	..	..	..	..

Up Trains.

Miles	STATIONS.	1 1,2,	2 1,2,4	3 1 & 2	4 1,2 3	5 1,2,	Sunday 6 1,2,4	Sunday 7 1,2,4	Fares fm Peterbro'. 1st cls.	Fares fm Peterbro'. 2nd cls.	Fares fm Peterbro'. 3rd cls.
	Trains leave	mrn	mrn	mrn	mrn	aft.	aft.	aft.	s. d.	s. d.	s. d.
	Yarmth dep	..	..	6 40	9 45	..	..	..	..	..	..
	Norwich ,,	..	..	7 40	11 0	..	..	..	..	..	..
	Ely..... ,,	..	..	9 27	2 25	6 10	..	..	..	..	..
	Trains leave	mrn	mrn	aft.	aft.	aft.	mrn	aft.			
	Peterbro'..	5 45	8 30	12 5	4 10	7 35	7 30	5 35	1 00	6 0	6
	Walton	..	8 37	..	4 18	..	7 38	5 43	1	0	0
	Helpstone	5 55	8 44	1215	4 26	7 45	7 46	5 51	2	1	0
	Uffington	..	8 52	..	4 36	..	7 56	6 0	2	1	0
	Stamford...	6 10	9 0	1230	4 45	8 0	8 5	6 10	3	2	1
	Ketton	..	9 10	..	4 55	..	8 17	6 22	4	3	1
	Luffenham....	6 25	9 17	1248	5 3	8 18	8 26	6 31	5	3	2
	Manton	6 35	9 30	1 25	5 15	8 31	8 40	6 45	6	4	2
	Oakham....	6 46	9 42	1 55	5 25	8 43	8 52	6 57	6	5	2
	Ashwell	..	9 58	..	5 34	..	9	7 5	6	5	2
	Whisendine ..	..	10 0	..	5 42	..	9	7 17	..	..	..
	Saxby	..	..	..	..	..	..	..	..	..	..
	Melton	7 20	10 20	1 50	6 0	9 20	9 35	7 40	8	6	6
	Kirby	7 27	10 27	..	6 7	..	9 42	7 47	9	6	6
	Brooksby	7 35	10 35	2 ..	5 6	15 9	34	9 50	7	55	9
	Rearsby	7 40	10 40	..	6 19	..	9 55	8 0	10	8	0
	Syston	7 50	10 50	2 20	6 28	9 45	10 5	8 10	11	9	0
	Leicester ..	8 5	11 5	2 35	6 43	10 0	10 20	8 25	..	..	..
	Derby.....	9 10	12 5	3 40	8 35	1 0	..	..	..	..	..
	Birmnghm	1057	2 45	7 0	10 7	..	..	..	..	..	..
	Manchestr	2 24	5 11	9 ..	..	..	..	..	..	..	..

Extra Trains from Stamford to Peterborough at 10 50 p.m.; from Peterborough to Stamford, at 10 p.m. on Week Days.

Fourth Class One Penny per Mile.

SHEFFIELD AND ROTHERHAM.

From Sheffield.—8¼, 9¾, 10¼ & 11¼ a.m., 12¼, 1¾, 2¾, 3¼, 4¼, 5¼, 6¼, and 8 p.m.

From Rotherham.—9, 10, & 11, a.m.; 12 noon, 1, 2, 3, 4, 5, 6, 7, and 8¼ p.m.

On Sundays—From Sheffield at 9 a.m.; 1¼ and 8 p.m.—From Rotherham 9¼ a.m.; 2 and 8¼ p.m.

On Mondays an additional train from Sheffield at 7 a.m.

FARES—From Sheffield to Rotherham, 1st class 1s., 3rd, 6d.; to Brightside, 1st class, 6d., 3rd, 3d; Rotherham to the Holmes, 1st class, 6d., 3rd, 3d.; to Brightside, 1st class, 8d., 3rd, 4d.

DERBY, NOTTINGHAM, NEWARK, LINCOLN, &c.—Midland.

Supt. Coaching Dept., C. Mills, Derby. Goods Manager, J. West.

Week Days.

Miles	Derby to Nottingham and Lincoln.	1 1, 2, mail	2 1,2,3 clss.	3 1,2,3, clss.	4 1,2,4, clss.	5 1 & 2 clss.	6 1 & 2 clss.	7 1 & 2 clss.	8 1,2,3 clss.	9 1,2,3, clss.
	Depart from	mrn	mrn	morn	morn	morn	mrn	aft	aft	aft
	Birmingham	1215	..	7 0	..	10 30	1030	1 30	3 45	6 0
—	**Derby**	2 20	6 50	9 10	11 10	12 40	2 30	4 25	5 50	8 15
2¾	Spondon	..	..	9 15	11 15	12 45	2 35	..	5 58	..
4	Borrowash	..	7 0	9 20	11 20	12 55	2 40	4 35	6 3	8 25
7	Sawley	..	..	9 28	11 28	1 0	2 47	..	6 10	8 32
9½	Long-Eaton	..	..	9 35	11 34	1 5	2 53	4 48	6 15	8 40
12⅓	Beeston	..	..	9 45	11 40	1 10	3 0	..	6 20	8 47
15½	**Nottingham**.... arrival	2 55	7 35	10 0	11 55	1 25	3 15	5 10	6 35	9 0
	departure	3 10	7 45	10 10	12 15	..	3 50	6 0	..	9 10
19	Carlton	..	7 55	10 20	..	..	..	6 10	..	..
21	Burton Joyce	..	8 0	10 25	12 30	..	..	6 16	..	..
23½	Lowdham	..	8 7	10 30	12 35	..	4 10	6 22	..	9 30
26½	Thurgaton	..	8 17	10 40	..	..	..	6 32	..	..
28½	Fiskerton	..	8 23	10 45	12 50	..	4 25	6 38	..	9 45
—	**Southwell**.....arr.	..	8 37	11 0	1 15	..	4 40	6 55	..	..
	Ditto .....dep.	..	8 15	10 35	12 40	..	4 15	6 25	..	..
33	**Newark**	4 0	8 37	11 0	1 3	..	4 38	6 52	..	10 0
38¼	Collingham	..	8 52	11 13	1 18	..	4 53	7 7	..	10 12
—	Swinderby	..	8 57	..	..	..	..	7 12	..	..
43¼	Thorpe	..	9 5	11 25	..	..	..	7 20	..	..
48⅔	**Lincoln** ..... arrival	4 55	9 25	11 45	1 45	..	5 20	7 40	..	10 40

Sundays.

1 1& 2 mail	2 1,2,3 clss.	3 1,2,3, clss.	4 1 & 3 clss.
mrn	morn	aft	aft
1215	..	..	..
2 20	7 30	5 15	7 10
..	7 35	..	7 15
..	7 40	..	7 20
..	7 48	..	7 28
..	7 53	..	7 33
..	8 0	..	7 40
2 55	8 15	5 50	7 55
3 10	8 20	6 0	..
..	8 30	6 10	..
..	8 36	6 16	..
..	8 42	6 22	..
..	8 52	6 32	..
..	8 58	6 38	..
..	..	..	..
..	..	..	..
4 0	9 12	6 52	..
..	9 27	7 7	..
..	9 32	7 12	..
..	9 40	7 20	..
4 55	10 0	7 40	..

Week Days.

Miles	Lincoln and Nottingham to Derby.	1 1, 2, 3 class.	2 1,2,3 clss.	3 1,2,4 clss.	4 1 & 2 clss.	5 1 & 2 clss.	6 4th class.	7 1 & 2 class.	8 1,2,3 clss.	9 1 & 2 mail.
	DEPART FROM	morn	morn	morn	aft	aft	aft	aft	aft	aft
—	**Lincoln**	..	6 30	8 20	..	12 15	..	2 45	5 15	8 0
5½	Thorpe	..	6 45	8 33	..	..	..	..	5 30	..
—	Swinderby	..	..	8 39	..	..	..	..	5 36	..
10½	Collingham	..	6 58	8 45	..	12 40	..	3 5	5 43	8 30
15½	**Newark**	..	7 15	9 0	..	12 55	..	3 18	6 0	8 50
—	**Southwell**..... arr.	..	7 35	9 30	..	1 15	..	3 40	6 20	..
	Ditto .....dep.	..	7 15	9 0	..	12 40	..	3 18	6 0	..
20¼	Fiskerton	..	7 27	9 20	..	1 7	..	..	6 12	9 0
22¼	Thurgaton	..	7 32	9 25	..	..	..	..	6 17	..
25½	Lowdham	..	7 40	9 33	..	1 20	..	3 40	6 25	..
27½	Burton Joyce	..	7 45	9 40	..	1 25	..	..	6 30	..
29½	Carlton	..	7 50	9 45	..	..	..	..	6 35	..
33¼	**Nottingham**.....arr.	..	8 5	10 0	..	1 45	..	4 5	6 50	9 50
—	Ditto.....dep.	6 50	8 15	10 15	12 50	3 0	3 30	5 5	7 0	10 0
36¼	Beeston	6 58	8 22	10 22	12 55	3 7	3 37	5 10	7 8	..
39½	Long-Eaton	7 6	8 30	10 29	..	3 15	3 45	5 20	7 16	..
41½	Sawley	7 15	..	10 35	..	3 20	3 57	5 27	7 23	..
44½	Borrowash	7 23	..	10 43	..	3 30	4 9	5 35	7 30	..
46¼	Spondon	..	..	10 47	..	..	4 17	5 40	7 35	..
48⅔	**Derby**,.....arrival	7 40	9 0	11 0	1 25	3 45	4 40	5 50	7 45	10 45
	Birmingham	10 20	12 30	1 35	3 50	6 10	..	..	10 20	1 0

Sunday.

1 1,2,3&4 clss.	2 1,2,3 clss.	3 1 & 2 mail.
morn	aft	aft
7 15	5 15	8 0
7 30	5 30	..
7 36	5 36	..
7 43	5 43	8 30
8 0	6 0	8 50
..	..	..
..	..	..
8 12	6 12	9 0
8 17	6 17	..
8 25	6 25	..
8 30	6 30	..
8 35	6 35	..
8 50	6 50	9 50
9 0	8 15	10 0
9 9	8 22	..
9 18	8 29	..
9 26	8 35	..
9 35	8 43	..
9 40	8 47	..
9 45	9 0	10 45
8 40	..	1 0

For continuation of Route to Sheffield, Leeds, &c.—see pages 52 & 53.

Fares.—From Lincoln; to Newark, 4s., 2s. 6d., Mail; 3s. 6d., 2s. 6d., 1s. 6d.; to Nottingham, 8s., 5s. 6d., Mail; 7s. 6d., 5s. 6d., 3s.; to Derby, 11s., 7s. 6d., Mail; 10s. 6d., 7s. 6d., 4s.

In connexion with Coaches to and from Lincoln—see page 98.

LEICESTER, SYSTON, MELTON, OAKHAM, STAMFORD, AND PETERBOROUGH.

Down Trains.

Miles	STATIONS.	1 1,2,	2 1,2,4	3 1 & 2	4 1,2,3	5 1,2,	Sunday 6 1,2,4	Sunday 7 1,2,4	Fares frm Leicester. 1st cls.	Fares frm Leicester. 2nd cls.	Fares frm Leicester. 3rd cls.
	Trains leave	mrn	mrn	morn	mrn	mrn	mrn	mrn.	s. d.	s. d.	s. d.
	Manchestr	..	..	..	7 45	1025	..	..			
	Birmnghm	..	..	8 0	1215	5 39	..	..			
	Derby.....	..	7 0	10 30	2 0	4 15	7 10	11 30			
	Leicester..	6 0	8 0	11 20	2 45	7 40	8 0	0 0	..	..	..
4¾	Syston	..	8 10	11 32	2 55	7 52	8 10	6 10	1 00	0 90	6 3
8	Rearsby	..	8 18	..	3 2	8 0	8 18	6 18	2 01	1 30	0 64
9¼	Brooksby	6 15	8 22	11 42	3 6	8 4	8 22	6 22	2 01	1 61	0 10
12¼	Kirby	..	8 30	..	3 13	..	8 30	6 30	3 02	2 01	0 123
15	**Melton**	6 25	8 40	11 58	3 23	8 20	8 40	6 40	3 02	2 61	1 31
16¾	Saxby	..	..	..	..	..	..	..	..	..	..
21¼	Whisendine ..	..	9 1	..	3 41	..	9 1	7 1	4 03	3 01	1 194
23¾	Ashwell	..	9 10	..	3 49	..	9 10	7 10	5 04	4 02	2 261
26¾	**Oakham** ...	7 1	9 21	12 35	3 59	8 56	9 21	7 21	5 06	4 62	3 294
30¼	Manton	7 13	9 33	12 46	4 10	9 8	9 33	7 32	6 5	5 02	3 313
34¼	Luffenham....	7 25	9 47	12 58	4 22	9 20	9 47	7 47	6 5	6 3	3 344
36¾	Ketton	..	9 56	..	4 30	..	9 56	7 56	6 8	6 3	3 368
40¼	**Stamford**..	7 45	10 10	1 20	4 43	9 40	10 10	8 10	6 6	6 3	6 403
43	Uffington	7 52	10 18	..	4 50	..	10 18	8 18	9 07	6 3	9 433
46¾	Helpstone	8 0	10 28	1 40	4 59	9 55	10 28	8 28	10 07	6 4	0 45
50	Walton	8 8	10 37	..	5 7	..	10 37	8 37	10 6	8 0	4 6
53	**Peterbro'**..	8 20	10 50	2 ..	5 20	10 15	10 50	8 50	11 0	8 0	6 4
—	**Ely**.....arr.	9 49	1 13	4 15	7 15	..	..	..	..	..	..
—	**Norwich** ,,	1220	4 35	8 35	1035	..	..	..	..	..	..
—	**Yarmouth**,,	1 20	5 30	9 40	1130	..	..	..	..	..	..

Up Trains.

Miles	STATIONS.	1 1,2,	2 1,2,4	3 1 & 2	4 1,2 3	5 1,2,	Sunday 6 1,2,4	Sunday 7 1,2,4	Fares fm Peterbro'. 1st cls.	Fares fm Peterbro'. 2nd cls.	Fares fm Peterbro'. 3rd cls.
	Trains leave	mrn	mrn	mrn	mrn	aft.	aft.	aft.	s. d.	s. d.	s. d.
	Yarmth dep	..	..	6 40	9 45	..	..	..	..	..	..
	Norwich ,,	..	..	7 40	11 0	..	..	..	..	..	..
	Ely..... ,,	..	..	9 27	2 25	6 10	..	..	..	..	..
	Trains leave	mrn	mrn	aft.	aft.	aft.	mrn	aft.			
	Peterbro'..	5 45	8 30	12 5	4 10	7 35	7 30	5 35	1 00	6 0	6
	Walton	..	8 37	..	4 18	..	7 38	5 43	1	0	0
	Helpstone	5 55	8 44	1215	4 26	7 45	7 46	5 51	2	1	0
	Uffington	..	8 52	..	4 36	..	7 56	6 0	2	1	0
	Stamford...	6 10	9 0	1230	4 45	8 0	8 5	6 10	3	2	1
	Ketton	..	9 10	..	4 55	..	8 17	6 22	4	3	1
	Luffenham....	6 25	9 17	1248	5 3	8 18	8 26	6 31	5	3	2
	Manton	6 35	9 30	1 25	5 15	8 31	8 40	6 45	6	4	2
	Oakham....	6 46	9 42	1 55	5 25	8 43	8 52	6 57	6	5	2
	Ashwell	..	9 58	..	5 34	..	9	7 5	6	5	2
	Whisendine ..	..	10 0	..	5 42	..	9	7 17	..	..	..
	Saxby	..	..	..	..	..	..	..	..	..	..
	Melton	7 20	10 20	1 50	6 0	9 20	9 35	7 40	8	6	6
	Kirby	7 27	10 27	..	6 7	..	9 42	7 47	9	6	6
	Brooksby	7 35	10 35	2 ..	5 6	15 9	34	9 50	7	55	9
	Rearsby	7 40	10 40	..	6 19	..	9 55	8 0	10	8	0
	Syston	7 50	10 50	2 20	6 28	9 45	10 5	8 10	11	9	0
	Leicester ..	8 5	11 5	2 35	6 43	10 0	10 20	8 25	..	..	..
	Derby.....	9 10	12 5	3 40	8 35	1 0	..	..	..	..	..
	Birmnghm	1057	2 45	7 0	10 7	..	..	..	..	..	..
	Manchestr	2 24	5 11	9 ..	..	..	..	..	..	..	..

Extra Trains from Stamford to Peterborough at 10 50 p.m.; from Peterborough to Stamford, at 10 p.m. on Week Days.

Fourth Class One Penny per Mile.

SHEFFIELD AND ROTHERHAM.

From Sheffield.—8¼, 9¾, 10¼ & 11¼ a.m., 12¼, 1¾, 2¾, 3¼, 4¼, 5¼, 6¼, and 8 p.m.

From Rotherham.—9, 10, & 11, a.m.; 12 noon, 1, 2, 3, 4, 5, 6, 7, and 8¼ p.m.

On Sundays—From Sheffield at 9 a.m.; 1¼ and 8 p.m.—From Rotherham 9¼ a.m.; 2 and 8¼ p.m.

On Mondays an additional train from Sheffield at 7 a.m.

FARES—From Sheffield to Rotherham, 1st class 1s., 3rd, 6d.; to Brightside, 1st class, 6d., 3rd, 3d; Rotherham to the Holmes, 1st class, 6d., 3rd, 3d.; to Brightside, 1st class, 8d., 3rd, 4d.

Chairman, G. Hudson, M.P.

LONDON, RUGBY, LEICESTER, DERBY, SHEFFIELD, to LEEDS, &c.

Midland, North & South Branches.

Sec., J. F. Bell. Eng., W. H. Barlow

Miles	DOWN TRAINS. Rugby to Leeds.	1 1, 2, Mail	2 1, 2, 3 class.	3 1, 2, 3 class.	4 1 & 2 class.	5 Exps 1 cls.	6 1 & 2 Fast.	7 1 & 2 Mail	8 4th class	9 1 & 2 class	10 1 & 2 class	11 1 & 2 class.	Sundays. 1 1, 2, 4 class	2 1, 2, 4 class	3 Parl. 1 class	4 1 & 4 class	5 1, 2, 3 class	6 1 & 2 Mail	Fares from Rugby. Mail & Exp. 1st class	Mail & Exp. 2nd class	Ordinary Trains 1st class	Ordinary Trains 2nd class	Ordinary Trains 3rd class
		aft.	mrn	morn	morn	mrn	morn	mrn	mrn	aft.	aft.	aft.	mrn.	mrn.		aft	aft.	aft.	s. d.	s. d.	s. d.	s. d.	s. d.
—	**London** ..... dep	9 0	..	..	6 15	9 30	9 0	10 30	6 45	12 15	4 0	5 30	..	..	7½	10	..	..	9 0	..	..	..	..	..
—	**Rugby**..... a & d	12 5	..	6 45	9 50	11 50	12 10	1 30	1 40	3 50	6 50	8 50	..	7 30	1	0	..	7 0	12 5	..	..	..	..	..
7½	**Ullesthorpe** a & d	..	..	7 6	10 10	..	..	1 45	1 57	4 5	..	9 10	..	7 50	1	20	..	7 20	..	..	..	2 0	1 3	0 9
11	Broughton-Astley a & d	..	..	7 15	..	..	..	..	2 6	4 13	..	..	..	8 0	.	.	..	7 30	..	..	..	2 6	1 9	1 0
14½	Countesthorpe .. a & d	..	..	7 23	10 25	..	..	..	2 15	4 21	..	..	..	8 10	.	.	..	7 35	..	..	..	3 6	2 6	1 3
16½	Wigston ..... a & d	..	..	7 30	..	..	..	..	2 20	..	..	..	..	8 15	.	.	..	7 42	..	..	..	3 6	2 9	1 6
20	**Leicester** .... a & d	12 45	..	7 45	10 45	..	12 45	2 15	2 35	4 35	7 30	9 40	..	8 30	1	45	..	8 0	12 45	5 0	3 6	4 6	3 6	1 9
24⅝	**Syston** ..... a & d	..	..	7 55	10 55	..	..	2 25	2 50	4 45	7 40	9 50	..	8 42	1	55	..	8 15	..	..	..	5 6	4 0	2 3
27⅜	Sileby ..... a & d	..	..	8 2	11 3	..	..	..	3 2	4 53	..	..	..	8 50	.	.	..	8 24	..	..	..	6 0	4 6	2 6
30	Barrow ..... a & d	..	..	8 8	..	..	..	..	3 11	4 58	..	..	..	8 56	.	.	..	8 30	..	..	..	6 6	5 0	2 6
32½	**Loughborough.** ad	1 10	..	8 15	11 16	..	1 10	2 45	3 20	5 5	7 55	10 10	..	9 4	2	15	..	8 37	1 10	8 0	5 6	7 0	5 6	2 9
37½	Kegworth ..... a & d	1 20	..	8 29	11 30	..	..	2 55	3 37	5 18	8 5	10 20	..	9 17	2	30	..	8 50	1 20	9 0	6 0	8 0	6 0	3 3
	41½ Long-Eaton a & d	..	..	8 50	11 45	..	..	..	4 0	5 32	..	..	..	9 35	..	..	..	9 10	..	..	..	9 0	7 0	3 6
	44½ Beeston .... a & d	..	..	9 0	11 50	..	..	..	4 12	5 40	..	..	..	9 45	..	..	..	9 20	..	..	..	9 6	7 6	3 9
	47½ **Nottingham.** ar.	2 0	..	9 10	12 5	..	..	3 40	4 35	5 55	8 45	11 0	..	10 0	3	10	..	9 30	2 0	13 0	8 6	10 0	8 0	4 0
42½	Sawley ..... a & d	..	..	8 44	..	..	..	..	3 57	5 29	..	..	..	9 32	..	..	..	9 5	..	..	..	9 0	7 0	3 9
45½	Borrowash ..... a & d	..	..	8 53	..	..	..	..	4 9	5 35	..	..	..	9 41	..	..	..	9 14	..	..	..	10 0	7 6	4 0
46¾	Spondon ..... a & d	..	..	..	..	..	..	..	4 17	5 39	..	..	..	9 46	..	..	..	9 18	..	..	..	10 0	7 9	4 0
49½	**Derby** .. { arrival	1 55	..	9 10	12 5	..	1 50	3 40	4 40	5 55	8 35	11 0	..	10 0	3	10	..	9 30	1 55	13 0	8 6	10 6	8 6	4 6
	{ departure	2 15	6 0	9 20	12 30	..	2 5	4 0	5 0	6 10	8 50	..	6 45	..	3	45	5 0	..	2 15	From Derby				
5½	Duffield ..... a & d	..	6 9	9 32	..	..	..	..	5 15	..	..	..	6 54	..	..	..	5 9	..	..	..	..	1 6	1 0	0 6
7½	Belper ..... a & d	..	6 17	9 38	12 45	..	..	4 13	5 21	6 25	9 5	..	7 2	..	3	58	5 17	..	..	..	..	2 0	1 0	0 6
10½	Ambergate ..... a & d	..	6 28	9 47	12 55	..	2 22	4 23	5 31	6 33	..	..	7 13	..	4	8	5 28	..	..	..	..	2 6	1 6	1 0
14	Wingfield ..... a & d	..	6 40	9 57	1 5	..	..	4 30	5 41	6 42	..	..	7 25	..	4	19	5 40	..	..	..	..	3 0	2 0	1 3
17½	Stretton ..... a & d	..	6 50	10 4	..	..	..	..	5 53	..	..	..	7 36	..	..	..	5 50	..	..	..	..	4 0	3 0	1 6
20¼	Clay Cross ..... a & d	..	6 58	10 10	..	..	..	..	6 0	..	..	..	7 43	..	..	..	5 58	..	..	..	..	4 3	3 6	1 9
24½	**Chesterfield** a & d	3 7	7 8	10 25	1 30	..	2 45	4 45	6 15	7 5	9 35	..	7 53	..	4	42	6 8	..	3 7	6 6	4 6	5 6	4 0	2 0
27¾	Staveley ..... a & d	..	7 17	10 35	1 36	..	..	..	6 25	..	..	..	8 2	..	..	..	6 17	..	..	..	..	6 0	4 6	2 6
30½	Eckington* .... a & d	..	7 23	10 42	1 43	..	..	5 0	6 35	7 20	..	..	8 8	..	4	56	6 23	..	..	..	..	6 6	5 0	2 9
35½	Woodhouse Mill a & d	..	7 34	10 55	..	..	..	..	6 50	..	..	..	8 19	..	..	..	6 34	..	..	..	..	7 6	6 0	3 0
40	**Masbro'** Rotherham	3 44	7 45	11 15	2 10	2 5	3 20	5 20	7 10	7 45	10 10	..	8 30	..	5	16	6 45	..	3 44	11 0	8 0	8 6	6 6	3 6
45	**Sheffield** { arrival	4 10	8 10	11 35	2 40	..	3 40	5 45	7 30	8 10	10 30	..	9 10	..	5	45	7 0	..	4 10	12 0	8 0	9 6	7 6	4 0
	{ depart	3 20	7 20	10 45	1 40	..	2 50	4 50	6 45	7 20	9 45	..	8 15	..	4	50	6 15	..	3 20	..	..	..	..	..
4	Swinton, for Doncaster	..	8 1	11 30	2 22	..	..	5 35	7 25	7 57	..	..	8 50	..	5	34	7 1	..	..	..	..	9 6	7 6	4 0
47	Wath ..... a & d	..	8 8	..	2 27	..	..	..	7 31	..	..	..	8 56	..	..	..	7 8	..	..	..	..	10 0	7 9	4 0
49	Darfield ..... a & d	..	8 15	11 40	..	..	..	..	7 38	..	..	..	9 2	..	..	..	7 15	..	..	..	..	10 6	8 0	4 3
53½	**Barnsley** .. a & d	4 11	8 28	11 50	2 43	..	..	5 50	7 50	8 15	..	..	9 15	..	5	52	7 28	..	4 11	15 0	10 0	11 6	9 0	4 6
56½	Royston & Notton a & d	..	8 39	..	..	..	..	..	8 0	8 22	..	..	9 26	..	..	..	7 39	..	..	..	..	12 0	9 6	5 0
60¼	**Oakenshaw.** a & d	4 27	8 49	12 5	3 4	..	..	6 10	8 15	8 32	..	..	9 38	..	6	10	7 49	..	4 27	17 0	11 6	13 0	10 0	5 3
63¾	**Normanton.** a & d	4 40	9 0	12 20	3 20	2 45	4 5	6 20	8 25	8 42	10 50	..	9 50	..	6	25	8 0	..	4 40	17 6	12 6	13 6	10 6	5 6
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	

		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	
		mrn	mrn	aft.	aft.	aft.	aft.	aft.	aft.	aft.	aft.		mrn		aft.	aft.		mrn						
66¼	Methley.. ..... ad	..	9 10	12 25	3 25	..	4 10	6 30	8 35	8 50	..	..	10 0	..	6 35	8 10	..	..	..	..	14 0	11 0	5 9	
68	Woodlesford ..... ad	..	9 15	12 30	3 30	..	4 15	6 35	8 40	8 55	..	..	10 5	..	6 40	8 15	..	..	..	..	14 6	11 3	6 0	
73	**Leeds** ..... arrival	5 20	9 30	12 50	3 50	3 10	4 35	6 50	9 0	9 15	11 20	..	10 25	..	6 55	8 30	..	5 20	20 0	14 0	15 6	12 0	6 6	
—	**Manchester** via Sheffield ..	—	10 55	2 24	5 11	..	6 39	9 9	..	..	..	..	11 39	..	9 9	..	..	..	..	..	..	..	..	
—	**Do.** viâ Normantn	9 45	11 10	3 5	6 20	6 20	7 0	10 0	..	..	..	..	1 30	..	9 25	..	..	9 45	..	..	..	..	..	
—	Harrogate.....	..	11 50	2 20	5 0	..	..	8 5	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
—	York	5 35	11 20	1 40	4 30	3 25	5 0	7 30	10 10	10 10	..	..	..	..	7 30	..	..	5 35	..	..	..	..	..	
—	Scarborough	9 0	2 0	5 30	..	5 30	..	..	..	..	..	..	..	..	..	..	..	9 0	..	..	..	..	..	
—	Hull	6 50	12 15	2 45	5 30	..	..	9 0	..	..	..	..	..	..	9 0	..	..	6 50	..	..	..	..	..	
—	Darlington	7 33	1 25	4 10	7 20	4 50	6 45	9 30	..	..	..	..	..	..	9 30	..	..	7 33	..	..	..	..	..	
—	Durham	8 30	2 25	5 20	8 30	..	7 35	10 25	..	..	..	..	..	..	10 25	..	..	8 30	..	..	..	..	..	
—	Newcastle	9 0	3 0	6 0	9 5	6 0	8 5	11 0	..	..	..	..	..	..	11 0	..	..	9 0	..	..	..	..	..	
—	Carlisle	2 0	..	10 0	..	..	..	..	..	..	..	..	..	..	..	..	..	12 30	..	..	..	..	..	
—	Berwick	11 45	6 30	..	..	8 5	..	2 0	..	..	..	..	..	..	..	..	..	11 45	..	..	..	..	..	
—	**Edinburgh** ..	2 15	9 30	..	..	9 55	..	5 15	..	..	..	..	..	..	5 15	..	..	2 15	..	..	..	..	..	
—	**Glasgow**	..	11 20	..	..	11 20	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	

Arrivals.

EREWASH VALLEY BRANCH.—Midland.

Mls.	UP. LEAVE	Week Days. 1,2,3 mrn.	Week Days. 1,2,3 mrn.	Week Days. 1,2,3 aft.	Sundys. 1,2,3 mrn.	Sundys. 1,2,3 aft.	Fares. 1 s. d.	Fares. 2 s. d.	Fares. 3 s. d.
—	Codnor Park	7 45	10 35	3 45	7 0	4 30	..	..	..
2¾	Langley Ml. (Heanor..	7 52	10 42	3 52	7 7	4 37	1 0	0 6	0 3
6	Ilkeston ..... dep.	7 50	10 40	3 50	7 5	4 35	1 0	0 9	0 6
—	„ ..... arr.	8 10	11 0	4 10	7 25	4 55			
10	Sandiacre & Stapleford.	8 15	11 5	4 15	7 30	5 0	2 0	1 3	0 10
11¾	Long Eaton	8 20	11 10	4 20	7 35	5 5	2 0	1 6	1 0
12¾	Long Eaton Jnc.	8 25	11 15	4 25	7 40	5 10	2 6	1 9	1 1
18¾	**Nottingham** .. arr.	8 45	11 35	4 45	8 0	5 30	3 6	2 6	1 7
—	**Derby**..... „	9 0	1 25	5 50	9 45	9 0	..	..	..
—	**Rugby** ..... „	11 0	1 50	6 30	..	9 30	..	..	..

DOWN. LEAVE	Week Days 1,2,3 mrn.	Week Days 1,2,3 mrn.	Week Days 1,2,3 aft.	Sundys. 1,2,3 mrn.	Sundys. 1,2,3 aft.	Fares. 1 s. d.	Fares. 2 s. d.	Fares. 3 s. d.
Rugby ..... dep.	6 45	9 50	3*25	7 30	..	..	..	..
Derby	9 10	11 10	5 50	7 30	7 10	..	..	..
Nottingham....	9 20	12 0	6 0	9 15	7 15	..	..	..
Long Eaton Jnc.....	9 40	12 20	6 20	9 35	7 35	1 0	0 9	0 6
Long Eaton.....	9 43	12 23	6 23	9 38	7 38	1 6	1 0	0 7
S'acre & Staplfrd....	9 48	12 28	6 28	9 43	7 43	1 6	1 3	0 9
Ilkeston .. dep.....	9 50	12 30	6 30	9 45	7 45	..	..	..
„ .. arr.....	10 10	12 50	6 50	10 5	8 5	2 6	1 9	1 2
Langley Ml. (Heanor	10 10	12 50	6 50	10 5	8 5	3 0	2 0	1 4
Codnor Park ar....	10 20	1 0	7 0	10 15	8 15	3 6	2 6	1 7

* 1 and 2 class only from Rugby.

LEEDS, SHEFFIELD, DERBY, LEICESTER, RUGBY, &c. to LONDON.

Midland North & South Branches.

Mls.	UP TRAINS. Leeds to Rugby.	1 1&2 Clss	1&2 Mail	3 1&2 Clas.	4 1,2,3 Clas.	5 4th Class	6 1&2 Class	7 1&2 Class	8 1&2 Clss.	9 1&2 Fast.	10 1&2 Class.	11 Exp 1 clss	12 1,2,3, Clas.	13 1&2 Mail.	Sundays. 1&2 Mail	1, 2, 4, Clas.	1,2,3, Clas.	1&2 Class.	Fares from Leeds. Mail or Fast Train 1 cls.	Ordinary Trains. 1 cls.	2 cls.	3 cls.
		aft.	aft.						mrn	morn	morn	mrn	mrn	morn	aft.			mrn	morn	s. d	s. d	s. d	s. d
	Glasgow ..	3 0	..	..	..	..	..	..	..	..	..	8 0	..	..	..	..	..	..	..	..	..	..	..
	Edinburgh ..	4 30	5 0	..	..	..	..	..	..	..	..	9 30	..	11 0	4 30	..	..	11 0	..	..	..	..	..
	Berwick	6 50	8 0	..	..	..	..	..	..	..	..	1120	..	1 25	6 50	..	..	1 25	..	..	..	..	..
	Carlisle	4 15	6 30	..	..	..	..	..	..	..	..	..	5 45	11 45	..	..	..	11 45	..	..	..	..	..
	Newcastle	9 15	1050	..	..	..	..	..	5 30	8 0	..	1 25	11 0	4 10	1050	..	..	4 10	..	..	..	..	..
	Darlington	1040	1248	..	..	..	..	..	7 20	9 25	..	2 25	1250	5 35	1248	..	..	5 35	..	..	..	..	..
	York	1220	3 0	..	..	6 0	..	..	9 50	11 30	..	3 55	3 0	7 30	3 0	..	..	7 30	3 6	2 0	3 0	2 0	1 3
	Scarborough	..	..	..	..	..	..	..	..	9 0	..	1230	1230	4 20	..	..	..	4 20	..	..	..	..	..
	Hull	..	..	..	..	..	..	..	8 35	10 20	..	..	1 50	6 10	..	..	..	6 0	..	..	..	..	..
	Harrogate	..	..	..	..	..	..	..	9 15	..	..	2 30	..	6 0	..	..	..	..	..	..	..	..	..
	Manchester *via* Normanton	..	..	..	..	..	..	..	8 45	10 15	10 15	1 0	1 0	5 0	..	..	10 15	5 0	..	..	..	..	..
	,, Sheffield	..	..	..	..	..	..	..	7 45	10 25	..	..	..	6 0	..	..	..	6 0	..	..	..	..	..
		mrn	mrn	mrn	mrn	morn	morn	morn	mrn	aft.	aft.	aft.	aft.	aft.	mrn	morn	aft.	aft.	..	..	..	..	..
	Leeds ..... dep	1245	3 25	..	..	6 30	7 30	..	1030	12 15	12 20	4 10	4 0	7 55	3 30	7 0	3 0	7 55	..	..	..	..	..
5	Woodlesford	..	..	..	..	6 45	7 40	..	1040	..	12 30	..	4 10	8 5	..	7 10	3 10	8 5	1 0	1 0	1 0	0 9	0 6
6½	Methley	..	..	..	..	6 50	..	..	1045	..	12 36	..	4 15	8 10	..	7 15	3 15	8 10	..	..	1 6	1 0	0 6
9¾	**Normanton**	1 15	3 55	..	..	7 15	7 55	..	1110	12 40	12 50	4 40	4 45	8 30	4 0	7 30	3 25	8 30	2 6	1 6	2 6	1 6	1 0
2¾	**Oakenshaw**	..	4 2	..	..	7 24	8 1	..	1117	..	1 0	..	4 54	8 37	4 7	7 41	3 35	8 37	3 6	2 0	3 0	2 0	1 3
1½	Royston & Notton	..	..	..	..	7 34	..	..	..	..	..	..	5 4	..	..	7 53	3 47	..	..	..	3 6	2 9	1 6
1½	**Barnsley**	..	4 23	..	..	7 44	8 15	..	1130	..	1 20	..	5 13	8 51	4 28	8 2	3 57	8 51	5 0	3 0	4 6	3 3	1 9
24	Darfield	..	..	..	..	7 55	..	..	1140	..	..	..	5 23	..	..	8 13	4 10	..	..	..	5 0	4 0	2 0
26	Wath	..	..	..	..	8 0	..	..	..	..	1 35	..	5 28	..	..	8 18	4 15	..	..	..	5 6	4 3	2 3
28	Swinton (for Donc,)	..	..	..	..	8 5	8 30	..	1148	..	1 40	..	5 33	9 6	..	8 25	4 20	9 6	7 6	5 0	6 0	4 6	2 6
33	**Masbro'** Rotherm.	1 55	4 50	..	6 0	8 20	8 45	..	12 5	1 20	2 0	5 15	5 50	9 21	4 55	8 40	4 35	9 21	9 0	5 0	7 0	5 6	2 9
38	**Sheffield** { arrival	..	5 15	..	..	8 40	9 10	..	1230	1 45	2 30	..	6 15	9 45	..	9 10	5 10	9 45	10 6	7 0	8 0	6 3	3 3
	dep.	..	4 30	..	5 45	8 6	8 20	..	1145	12 55	1 40	..	5 30	8 55	..	8 15	4 10	8 55	..	..	..	..	..
37½	Woodhouse Mill	..	..	..	6 12	8 35	..	..	..	..	..	..	6 5	..	..	9 0	4 50	..	..	..	8 0	6 3	3 3
42½	Eckington *	..	..	..	6 27	8 50	9 2	..	1225	..	2 25	..	6 20	..	..	9 14	5 5	..	..	..	9 0	7 0	3 9
45½	Staveley	..	..	..	6 35	9 0	..	..	..	..	2 32	..	6 28	..	..	9 23	5 15	..	..	..	9 6	7 6	4 0
48½	**Chesterfield**	2 25	5 33	..	6 45	9 10	9 15	..	1239	1 50	2 42	..	6 38	9 53	5 38	9 35	5 25	9 53	13 6	9 0	10 6	8 0	4 3
52½	Clay Cross	..	..	..	6 57	9 37	..	..	..	..	2 52	..	6 52	..	..	9 47	5 40	..	..	..	11 0	8 9	4 6
55¼	Stretton	..	..	..	7 5	9 44	..	..	..	..	..	..	6 59	..	..	9 57	5 47	..	..	..	12 0	9 3	5 0
59	Wingfield	..	..	..	7 17	9 55	..	..	1 0	..	3 7	..	7 10	..	..	10 5	6 0	..	..	..	12 6	9 9	5 0
62¼	Ambergate	..	..	..	7 25	10 5	9 40	..	1 8	2 15	3 15	..	7 20	..	..	10 15	6 10	..	..	..	13 6	10 6	5 6
65½	Belper	..	6 0	..	7 35	10 15	..	..	1 15	..	3 23	..	7 30	10 26	6 5	10 25	6 20	10 26	18 0	13 0	14 6	11 0	5 6
67½	Duffield	..	..	..	7 40	10 20	..	..	..	..	..	..	7 35	..	..	10 30	6 25	..	..	..	14 6	11 3	5 9
73	**Derby** ..... arr.	3 15	6 30	..	8 0	10 40	10 15	..	1 40	2 45	3 50	..	8 0	10 50	6 40	11 0	6 50	10 50	20 0	14 0	15 6	12 0	6 6
—	,, ... dep.	3 30	7 0	8 30	..	11 0	10 30	..	2 0	3 5	4 15	..	8 25	11 10	7 10	11 30	7 0	11 10	**From Derby**				
2½	Spondon	..	..	..	..	11 8	..	..	..	..	..	..	..	..	..	1 & 2 class	1,2,4c	..	..	..	1 0	0 6	0 6
4	Borrowash	..	..	8 38	..	11 13	..	..	..	..	..	..	8 35	..	..	7 10	..	..	..	..	1 0	0 6	0 6
7	Sawley	..	7 15	8 45	..	11 23	..	..	..	..	..	..	8 42	..	7 20	only.	7 20	..	..	..	1 6	1 0	0 9
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22
—	**Nottingham** dep	..	6 50	8 20	..	11 0	10 30	..	..	..	4 15	..	8 25	11 0	7 0	11 30	7 0	11 0	..	..	3 0	2 0	1 0
3	Beeston .... a & d	..	..	8 25	..	11 8	..	..	..	..	..	..	8 33	..	..	..	7 10	..	..	..	3 0	2 0	1 0
6	Long Eaton .. arr.	..	..	8 35	..	11 16	..	..	..	..	4 27	..	8 40	..	..	..	7 20	..	..	..	2 3	1 6	0 9
12	Kegworth .. a & d	..	..	9 0	..	11 42	10 55	..	2 25	..	4 40	..	8 57	11 35	7 35	12 0	7 35	11 35	3 0	2 0	2 6	2 0	1 0
16¾	**Loughboro'** a & d	4 0	7 35	9 17	..	11 58	11 5	..	2 35	3 35	4 52	..	9 10	11 45	7 48	12 15	7 47	11 45	4 0	3 0	3 6	2 6	1 6
19½	Barrow .... a & d	..	..	9 28	..	12 6	..	..	..	..	..	..	9 18	..	7 55	..	7 58	..	..	..	4 6	3 3	1 9
21½	Sileby ..... a & d	..	..	9 35	..	12 13	..	..	..	..	5 7	..	9 25	..	8 0	..	8 5	..	..	..	5 0	3 6	2 0
24½	**Syston** .. a & d	..	7 55	9 43	..	12 23	11 20	..	2 55	..	5 15	..	9 38	..	8 10	12 35	8 15	..	..	..	5 6	4 0	2 3
29½	**Leicester** a & d	4 30	8 10	10 0	..	12 40	11 40	..	3 15	4 5	5 30	7 0	9 50	12 13	8 30	12 50	8 30	12 13	7 0	5 0	6 6	5 0	2 6
32½	Wigston .... a & d	..	..	10 10	..	12 51	..	..	..	..	..	..	10 0	..	8 40	..	8 40	..	..	..	7 0	5 6	2 9
34¾	Countesthorpe a & d	..	..	10 15	..	12 58	..	..	..	..	5 42	..	10 5	..	8 45	..	8 45	..	..	..	7 6	5 9	3 0
38½	Broughton Astley ..	..	..	10 25	..	1 9	..	..	..	..	5 50	..	10 15	..	8 55	..	8 55	..	..	..	8 6	6 6	3 6
41½	**Ullesthorpe** a & d	..	8 35	10 35	..	1 19	12 5	..	3 35	..	6 0	..	10 25	..	9 10	1 20	9 10	..	..	..	9 0	7 0	4 0
49¼	**Rugby** ..... arr.	5 15	9 0	11 0	..	1 50	12 30	..	4 15	5 0	6 30	7 40	10 50	1 0	9 30	1 45	9 30	1 0	13 0	8 6	10 6	8 6	4 6
132	**London** .... arr.	8 0	1245	3 0	..	7 0	4 0	..	7 45	8 10	9 50	1010	..	4 45	1 15	6 0	..	..	4 45	..	..	..	..

On Saturdays, Leicester to Syston, Sileby, Barrow, and Loughboro', at 6 aft.; to Wigston, Countesthorpe, Broughton, and Ullesthorpe, at 5 20 aft, 1, 2, 3 class.
On Saturdays, the 8 30 morn. Up Train takes up Passengers at Cossington Gate for Leicester; and the 2 35 and 4 15 aft. Down Trains from Leicester, put Passengers down at Cossington.
On Saturdays, the 9 50 morn. Train from Rugby, will stop at Broughton to take up Passengers.
No. 3 Down Train sets down Passengers at Spondon; No. 3 and 12 Up Trains take up Passengers at Spondon. No. 3 Up Train only, stops to take up Passengers at Beeston and Long-Eaton.

COACHES, OMNIBUSES, &c.

RUGBY.—To and from Oxford, Banbury, and Woodstock, meet No. 3 Up and No. 9 Down Trains.

ULLESTHORPE.—To and from Lutterworth, meet the No. 4 and 9 Down Trains, No. 5 and No. 8 Up Trains.

LEICESTER.—To Kebworth, Harborough, and Brixworth, at 7 morn. and 3 15 aft.

LEICESTER.—To Hinckley & Nuneaton at 8 45 morn. and 4½ aft.

LOUGHBRO'.—From Ashby-de-la-Zouch, meet No. 6 Up. and and No. 4 Down Train, and return on the arrival of No. 9 Down and No. 10 Up Trains.

NOTTINGHAM.—To Mansfield at 1 30 aft.

DERBY.—To Ashbourne, Leek, Macclesfield, and Stockport, leave at 9 45 morn., and arrives at Derby at 7 50 aft.

DERBY.—To Uttoxeter, Tean, and the Potteries, leave at 10 45 morn., and arrives at Derby at 3 30 aft.

DERBY.—To Ashbourne, leaves at 4 30 aft., and arrives at Derby at 10 morn.

WINGFIELD.—Conveyances to and from Alfreton meet every Train.

AMBERGATE for MATLOCK.—Omnibuses meet Nos. 6, 7, & 10 Up, and return after arrival of Nos. 3, 4, 7 and 9 Down Trains.

A Coach from Buxton to meet No. 9 Up Train, and returns after the arrival of No. 6 Down Train.

ECKINGTON.—A Coach to and from Sleaford, Lincoln, Newark, Ollerton, Worksop, &c., meets No. 7 Up, and No. 3 Down Trains, and returns after the arrival of No. 10 Up Train.

MASBRO'.—A Coach from LINCOLN, via Retford, meets No. 4 Down and No. 10 Up Trains, and returns after the arrival of No. 4 Down and 10 Up; and one from Lincoln, via Gainsboro' and Bawtry, meets No. 7 Up, and 3 Down Trains, and returns after the arrival of Nos. 10 Up and 4 Down Trains.

SWINTON.—Conveyances from and to DONCASTER meet Nos. 5, 6, 7, 10, and 12 Up, and Nos. 2, 3, 4, 7, 8, and 9 Down Trains, and also to Doncaster after the arrival of the Up Mail Train, (Sundays excepted.)

LEEDS.—Coaches to HARROGATE, Otley, Knaresbro', Ripon, &c.

TO AND FROM NEWARK.

To Grantham & Stamford at 8 morn., and arrive at Newark from these places in time for the 6 aft. Train from Nottingham to Lincoln.

To Ollerton and Worksop at 7 morn. and arrive at Newark from those places in time for the 6 52 Train from Newark to Lincoln, and 8 50 aft. Train from Newark to Nottingham.

From Tuxford, Retford, and Bawtry, in time for the 12 15 Noon Train from Nottingham, and 12 15 Noon Train from Lincoln, and return to those places after the arrival of the above Trains.

From Grantham, Colsterworth, and Stamford, in time for the 12¼ Noon Train from Lincoln, 12 15 Noon Train from Nottingham, and return after the arrival of the above Trains.

LONDON, YORK, DURHAM, NEWCASTLE, BERWICK, &c.—York, Newcastle & Berwick.

Superintendent, James Allport.—Secretary, John Close, York.

Mls.	Down Trns.	Week Days. mail.				Exp.			fast.			Mail	Sundays. Mail.						Mail.
		mrn	aft	morn	morn	morn	morn	morn	aft	morn	morn	morn	mrn	mrn	aft	mrn	aft	aft	aft	morn
..	**London**..dep.	..	9 0	..	..	..	9 30	..	..	9 0	6 15	10 30	..	..	9 0	..	..	..	..	7½&10
..	**Rugby** .. „	..	12 5	..	..	..	11 50	6 45	..	12 10	9 50	1 30	..	..	12 5	..	..	..	..	1 0
..	Leicester .. „	..	12 45	..	..	..	..	7 45	..	12 45	10 45	2 15	..	..	12 45	..	..	..	..	1 45
..	Birmingham „	..	12 15	..	..	..	..	7 0	..	12 15	10 30	12 15	..	..	12 15	..	..	..	..	8 0
..	**Derby**.... „	..	2 15	..	..	6 0	..	9 20	..	2 5	12 30	4 0	..	..	2 15	..	..	..	..	3 45
..	Sheffield.... „	..	3 20	..	..	7 20	..	10 45	..	2 50	1 40	4 50	..	..	3 20	..	..	..	..	4 50
..	Liverpool .. „	..	..	..	..	..	..	9 0	..	11 45	..	2 0	..	..	..	..	..	..	..	8 0
..	Manchester „	..	..	..	..	6 15	1 0	10 15	..	1 0	11 0	3 30	..	..	..	..	..	..	..	10 15
..	Leeds..... „	..	..	..	7 20	9 50	..	12 30	..	2 55	2 55	6 0	..	..	4 30	..	..	..	..	6 0
..	Normanton „	..	4 45	..	7 20	12 30	2 45	12 30	..	4 5	4 5	6 25	..	..	4 45	..	..	..	..	6 25
..	Hull ..... „	..	..	..	6 20	8 35	..	10 20	..	1 50	1 50	5 0	..	..	..	..	..	..	..	..
..	Scarborough „	..	..	..	7 0	9 0	..	9 0	..	..	..	4 20	..	..	..	..	..	..	..	4 20

FARES. Frm York.

		1st clss.	2nd. clss.	3rd. clss.
..	**York**	s. d.	s. d.	s. d.
5¾	Shipton	1 6	1 0	0 6
10	Tollerton	2 6	1 0	0 9
11½	**Alne**.....	3 0	2 0	1 0
13¾	Raskelf	3 6	2 0	1 0
..	Pillmore Junc...	..	..	..
18½	Sessay	4 6	3 0	2 0
22½	**Thirsk**	5 6	4 0	2 6
26¾	Otterington	6 6	4 0	3 0
30¼	**Northallrtn** ..	7 6	5 0	3 3
37½	Cowton	9 0	6 0	4 0
..	Dalton Junction ..	..	..	..
41¾	Croft	10 0	7 0	4 6
45	**Darlington** ar	11 0	7 6	5 0
50	Aycliffe	12 0	8 0	6 5
54½	Bradbury	13 6	9 0	6 6
57¼	Ferry Hill.....	14 0	9 0	6 6
61½	Shincliffe	15 0	10 0	6 7
63	Sherburn	15 9	10 0	6 7
65	Belmont.....	15 6	11 0	6 7
67	**Durham,**depar	16 0	11 0	6 7
	„ arrival.	..	..	..
66½	Leamside	15 6	11 0	7 0
68¾	Fence Houses ..	16 6	11 0	7 6
71	Pensher.....	17 6	12 0	7 6
72	Washington	17 6	12 0	7 6
76	Boldon	18 6	12 0	8 0
77½	Brockley Whins	19 0	13 0	8 6
83½	**Newcastle,**ar	20 0	14 0	9 0

		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22
																					s. d.	s. d.	s. d.
82½	Sunderland	..	9 0	9 35	1 0	3 0	..	6 0	8 35	8 5	9 5	..	..	8 35	9 0	1035	..	7 35	9 50	..	19 0	13 6	8 9
80½	**Shields** ..arr.	..	9 0	9 35	1 0	3 0	..	6 0	8 35	8 5	9 5	..	..	8 35	9 0	1035	..	7 35	9 50	..	20 0	13 6	8 9
								1, 2,3 class.													FROM Nwcastle		
..	**Newcastle** d	6 30	9 30	12 0	..	3 35	6 20	6 45	..	..	..	11 30	7 15	..	9 30	..	6 5	..	..	11 30	..	..	Par½
5½	Killingworth ..	6 43	..	12 13	..	3 41	..	6 58	..	..	..	..	7 27	..	..	..	6 18	..	..	..	1 3 0	9 0	5½
9½	Cramlington	6 52	..	12 22	..	3 52	..	7 7	..	..	..	..	7 37	..	..	..	6 27	..	..	..	1 9 1	3 0	9½
13¾	Netherton.....	7 2	..	12 32	..	4 2	..	7 17	..	..	..	..	7 47	..	..	..	6 37	..	..	..	2 6 1	9 1	1¾
16½	**Morpeth**	7 11	10 5	12 41	..	4 11	6 45	7 26	..	..	..	..	7 55	..	10 5	..	6 46	..	..	..	3 0 2	0 1	4 8
20	Longhirst	7 18	..	12 48	..	4 24	..	7 33	..	..	..	..	8 4	..	..	..	6 54	..	..	..	4 0 2	6 1	1
23	Widdrington ..	7 32	..	1 2	..	4 32	..	7 47	..	..	..	..	8 12	..	..	..	7 7	..	..	..	5 0 3	0 1	1¼
28½	Acklington	7 46	10 30	1 16	..	4 46	..	8 1	..	..	..	..	8 25	..	10 30	..	7 21	..	..	..	6 0 3	9 2	4½
30½	Warkworth	7 53	..	1 23	..	4 55	..	8 8	..	..	..	..	8 31	..	..	..	7 28	..	..	..	6 6 4	0 2	6¾
34¾	**Lesbury,**Alwk	8 4	10 45	1 34	..	5 4	7 10	8 19	..	..	..	..	8 41	..	10 45	..	7 39	..	..	..	7 6 4	6 2	10¼
37¼	Longhoughton	8 11	..	1 41	..	5 11	..	8 26	..	..	..	..	8 47	..	..	..	7 46	..	..	..	8 0 5	0 3	1¾
42¾	Christon Bank..	8 26	..	1 56	..	5 26	..	8 41	..	..	..	..	9 4	..	..	..	8 1	..	..	..	9 0 5	6 3	6
45½	Chathill	8 34	..	2 4	..	5 34	..	8 49	..	..	..	..	9 8	..	..	..	8 9	..	..	..	9 6 6	0 3	9¾
49	Lucker	8 43	..	2 13	..	5 43	..	8 58	..	..	..	..	9 16	..	..	..	8 18	..	..	..	10 0 6	3 4	1
51½	**Belford**.....	8 48	11 15	2 18	..	5 49	..	9 3	..	..	..	..	9 22	..	11 15	..	8 23	..	..	..	10 9 6	6 4	3¼
58¾	Beal	9 5	..	2 35	..	6 8	..	9 20	..	..	..	..	9 40	..	..	..	8 40	..	..	..	12 0 7	6 4	10¼
63¾	Scremerston....	9 15	..	2 45	..	6 20	..	9 30	..	..	..	..	9 50	..	..	..	8 50	..	..	..	13 0 8	0 5	3¼
65¾	**Tweedmth** ar	9 25	11 45	2 55	..	6 30	8 5	9 40	..	..	..	2 0	10 0	..	11 45	..	9 0	..	..	2 0	13 6	8 6	5 5½
..	**Edinburgh** ..	12 5	2 15	6 15	..	9 30	9 55	..	..	..	..	5 15	..	..	2 15	..	..	..	..	5 15	..	..	..
..	**Glasgow**	..	..	..	..	11 20	11 20	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..

DURHAM AND SUNDERLAND BRANCH.

SUNDERLAND TO DURHAM.

Leaves	a. m	a.m.	p. m	p.m
Sunderland	8 30	11 0	2 0	5 45
Murton	9 0	11 30	2 30	6 25
Hetton	9 10	11 40	2 40	6 25
Pittington	9 20	11 55	3 55	6 40
Sherburn,for Durham	9 30	12 0	3 0	6 50
Shincliffe	9 40	12 10	3 10	7 3

DURHAM TO SUNDERLAND.

Leave				
Durham (Omnibus	8 0	10 30	1 30	5 15
to Sherburn				
Shincliffe	8 15	10 45	1 45	5 30
Sherburn	8 20	10 50	1 50	5 35
Pittington	8 30	11 0	2 0	5 45
Hetton	8 40	11 10	2 10	6 0
Murton	8 50	11 20	2 20	6 10
Sunderland	9 20	11 50	2 50	6 40

SUNDERLAND TO HARTLEPOOL

Leave				
Sunderland	8 30	..	2 0	5 0
Haswell.....	9 20	..	2 50	5 50
Hartlepool.....	9 55	..	3 25	6 25

HARTLEPOOL TO SUNDERLAND

Leave				
Hartlepool.....	8 45	..	2 15	5 15
Haswell.....	9 20	..	2 50	5 50
Sunderland	1010	..	3 40	6 40

NEWCASTLE, SUNDERLAND AND SHIELDS.

WEEK DAYS.—Morning—5½, 8, 9, 10, 11 & 12. Afternoon—1, 2, 3, 4, 5, 6, 7, 8 & 9¼.

SUNDAYS.—Morning—8 and 10. Afternoon—1, 2, 5½, 7 and 9¼.

SPRINGWELL AND JARROW TRAINS.

WEEK DAYS.—Morning—8 and 10. Afternoon—2, 5 and 9¼.

SUNDAYS.—Morning—10. Afternoon—1, 5½, 9¼.

BERWICK, NEWCASTLE, DURHAM, YORK, LONDON, &c.—York, Newcastle & Berwick.

Distance	Up Trains.	Week Days.											Sundays.										Fares frm Berwick.		
		1,2,3 class.	1 & 2 class.	1,2,3 class.	1st class. Exp.	1,2,3 class.	1 & 2 class. Mail.	1,2,3 cls.	1&2 cls.	1,2,3 cls.	1 & 2 class. Exp.	1 & 2 class. Mail.	1,2,3 cls.	1,2,3 cls.	1,2,3 cls.	1&2 cls. M1.	1,2,3 cls.	1&2 cls.	1,2,3 cls.	1&2 cls. Ex.	1&2 cls. M1.	1&2 cls. M1.	1st cls.	2nd cls.	3 cl. chp.
		morn	morn	morn	aft.	morn	aft.	aft.	aft.	aft.	aft.	aft.	mrn	mrn	m rn	aft.	aft.	aft.	aft.	aft.	aft.	aft.	s. d.	s. d.	s. d.
..	**Tweedmth** dep	..	..	7 30	11 20	10 45	1 25	..	..	5 30	6 50	8 0	..	..	7 0	1 25	..	..	5 15	6 50	8 0	..	..	..	..
2¼	Scremerston ..	..	..	7 37	..	10 52	..	..	..	5 37	..	..	..	..	7 ~7	..	..	..	5 22	..	..	..	0 9	0 6	..
7¼	Beal	..	..	7 47	..	11 2	..	..	..	5 47	..	8 14	..	..	7 17	..	..	..	5 32	..	8 14	..	1 6	1 0	0 7½
14¼	**Belford**	..	..	8 4	..	11 19	1 53	..	..	6 3	..	8 25	..	..	7 34	1 53	..	..	5 49	..	8 25	..	3 0	1 9	1 2½
16½	Lucker	..	..	8 11	..	11 26	..	..	..	6 8	..	8 31	..	..	7 41	..	..	..	5 56	..	8 31	..	3 6	2 3	1 4½
19¾	Chathill	..	..	8 18	..	11 33	..	..	..	6 15	..	..	..	..	7 48	..	..	..	6 3	..	..	..	4 0	2 6	1 7½
22¾	Christon Bank ..	..	..	8 24	..	11 39	..	..	..	6 21	..	8 41	..	..	7 54	..	..	..	6 10	..	..	..	4 9	3 0	1 10½
28¼	Longhoughton ..	..	..	8 41	..	11 56	..	..	..	6 36	..	..	..	..	8 11	..	..	..	6 27	..	..	..	6 0	3 6	2 4½
30½	**Lesbury,** Alwk	..	..	8 47	12 0	12 2	2 25	..	..	6 42	7 40	9 5	..	..	8 17	2 25	..	..	6 33	7 40	9 5	..	6 6	4 0	2 6½
34½	Warkworth.....	..	..	9 0	..	12 15	..	..	..	6 54	..	9 15	..	..	8 30	..	..	..	6 46	..	9 15	..	7 0	4 6	2 10½
37¼	Acklington	..	..	9 8	..	12 23	2 40	..	..	7 2	..	9 20	..	..	8 36	2 40	..	..	6 54	..	9 20	..	9 0	4 9	3 1½
42½	Widdrington	..	..	9 22	..	12 37	..	..	..	7 14	..	..	..	..	8 52	..	..	..	7 8	..	..	..	9 0	5 6	3 6½
45½	Longhirst	..	..	9 30	..	12 45	..	..	..	7 23	..	..	..	..	9 0	..	..	..	7 16	..	..	..	9 6	6 0	3 9½
49	**Morpeth**.....	..	..	9 39	12 30	12 54	3 5	..	..	7 33	8 15	9 47	..	..	9 9	3 5	..	..	7 25	8 15	9 47	10	6 6	6 4	1
51½	Netherton	..	..	9 48	..	1 3	..	..	..	7 43	..	..	..	..	9 18	..	..	..	7 34	..	..	11	0 6	6 4	3½
55¾	Cramlington	..	..	10 0	..	1 15	..	..	..	7 53	..	..	..	..	9 30	..	..	..	7 46	..	..	11	6 7	0 4	7½
60	Killingworth	..	..	10 11	..	1 26	..	..	..	8 2	..	..	..	..	9 41	..	..	..	7 57	..	..	12	6 7	6 5	0
65½	**Newcastle** ar.	..	..	10 30	1 5	1 45	3 40	..	..	8 15	8 50	10 20	..	..	10 0	3 40	..	..	8 15	8 50	10 20	13	6 8	6 5	5½
						1 & 2 class.																			3rd clss.
..	**Newcastle** dp.	5 * 30	8 0	11 0	1 25	2 15	4 10	6 0	8 0	..	9 15	10 50	6 30	8 0	..	4 10	5 30	7 0	..	9 15	10 50	..	..	..	..
11	Sunderland.....	5 30	8 0	11 0	..	2 0	4 0	6 0	8 0	..	9 15	..	6 30	8 0	..	4 0	5 30	7 0	..	9 15	..	1 6	1 0	0 9	
9	**Shields**	5 30	8 0	11 0	..	2 0	4 0	6 0	8 0	..	9 15	..	6 30	8 0	..	4 0	5 30	7 0	..	9 15	..	0 9	0 6	0 4	
6	Brockley Whins	5 48	8 15	11 15	..	2 33	4 23	6 18	8 15	..	9 30	..	6 48	8 15	..	4 23	5 48	7 20	..	9 30	..	0 9	0 6	0 4	
7½	Boldon.....	5 52	..	11 20	..	2 36	..	6 21	8 19	..	..	..	6 51	8 24	..	..	5 51	7 24	..	..	..	1 0	0 9	0 6	
11½	Washington	6 0	..	11 30	..	2 43	..	6 28	8 23	..	..	..	6 58	8 32	..	..	5 58	7 32	..	..	..	1 9	1 3	1 0	
12½	Pensher	6 5	..	11 35	..	2 47	..	6 32	8 33	..	..	..	7 2	8 36	..	..	6 2	7 36	..	..	..	2 0	1 6	1 3	
14¾	Fence Houses....	6 11	8 30	11 40	..	2 52	4 41	6 37	8 39	..	..	..	7 7	8 42	..	4 41	6 7	7 42	..	..	..	2 9	1 6	1 3	
17	Leamside.....	6 16	..	11 46	..	3 0	..	6 46	8 47	..	..	..	7 15	8 50	..	..	6 15	7 50	..	..	..	2 9	2 0	1 6	
18½	Belmont	6 20	8 38	11 50	..	3 5	4 49	6 50	8 52	..	9 50	11 35	7 20	8 55	..	4 49	6 20	7 55	..	9 50	11 35	3 0	2 3	1 6	
20½	**Durham** depart	6 10	8 25	11 40	..	2 55	4 43	6 40	..	..	9 40	11 25	7 10	..	..	4 43	6 10	..	..	9 40	11 25	3 0	2 0	1 6	
..	,, arrival.	6 30	8 50	12 0	..	3 15	5 0	7 10	9 0	..	10 10	11 45	7 30	9 0	..	5 0	6 35	8 0	..	10 10	11 45	..	..	..	
20½	Sherburn.....	6 26	..	11 57	..	3 11	..	6 56	..	..	..	..	7 26	..	..	..	6 26	..	..	..	..	3 6	2 6	1 9	
22	Shincliffe.....	6 32	..	12 1	..	3 17	..	7 2	..	..	..	..	7 32	..	..	..	6 32	..	..	..	..	4 6	3 6	2 6	
26¼	Ferry Hill	6 45	8 50	12 15	..	3 29	5 8	7 14	..	..	..	..	7 44	..	..	5 8	6 44	..	..	..	..	5 6	4 6	2 9	
29½	Bradbury.....	6 54	..	12 25	..	3 40	..	7 25	..	..	..	..	7 53	..	..	..	6 55	..	..	..	..	6 6	5 0	3 0	
33½	Aycliffe	7 7	..	12 40	..	3 52	..	7 37	..	..	..	..	8 4	..	..	..	7 7	..	..	..	..	8 0	5 6	3 6	
38½	**Darlington** ..	7 20	9 25	12 50	2 25	4 5	5 35	7 50	..	10 40	12 48	..	8 15	..	..	5 35	7 20	..	..	10 40	12 48	9 0	6 6	4 0	
41¼	Croft	7 30	..	1 0	..	4 15	..	8 0	..	..	..	..	8 30	..	..	..	7 30	..	..	..	..	10 0	7 0	4 6	
44¼	Dalton Junction..	..	..	1 10	..	..	..	8 5	..	..	..	..	8 35	..	..	..	7 35	..	..	..	..	..	..	..	
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	

		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
		morn	morn	aft.	aft.	aft.	aft.	aft.			morn	morn	mrn			aft.	aft.			mrn	mrn	s. d.	s. d.	s d
46½	Cowton	7 45	..	1 15	..	4 25	..	8 10	..	..	..	..	8 40	..	..	..	7 40	..	..	..	..	11 0	8 0	5 0	
53¼	**Northallertn**	8 5	9 50	1 25	..	4 40	6 5	8 25	..	..	..	..	8 55	..	..	6 5	7 55	..	..	..	..	12 6	9 0	5 9	
56¾	Otterington	8 12	..	1 34	..	4 48	..	8 33	..	..	..	..	9 3	..	..	..	8 5	..	..	..	..	13 6	9 6	6 3	
61¼	**Thirsk**	8 25	10 5	1 48	..	5 0	6 20	8 45	..	..	..	..	9 15	..	..	6 20	8 15	..	..	..	..	14 6	10 6	6 6	
65¼	Sessay	8 38	..	1 54	..	5 13	..	8 58	..	..	..	..	9 28	..	..	..	8 28	..	..	..	..	15 6	11 0	7 0	
..	Pilmore Junction	8 45	..	2 0	..	..	..	..	..	..	..	..	9 35	..	..	..	8 35	..	..	..	..	..	..	..	
70	Raskelf	8 51	..	2 5	..	5 25	..	9 10	..	..	..	..	9 40	..	..	..	8 40	..	..	..	..	16 6	11 6	7 6	
72¼	**Alne,** Easingwld	8 55	10 25	2 9	..	5 39	6 47	9 15	..	..	..	..	9 45	..	..	6 47	8 45	..	..	..	..	17 6	12 0	7 6	
73¾	Tollerton.....	9 0	..	2 12	..	5 35	..	9 20	..	..	..	..	9 50	..	..	..	8 50	..	..	..	..	18 0	12 6	8 0	
77¾	Shipton	9 11	..	2 20	..	5 46	..	9 31	..	..	..	..	10 0	..	..	..	9 0	..	..	..	..	18 6	13 0	8 6	
83½	**York**.... arrival	9 30	11 5	2 40	3 40	6 5	7 10	9 50	..	..	12 5	2 48	10 15	..	..	7 10	9 15	..	..	12 5	2 48	20 0	14 0	9 0	
..	Scarborough arr.	2 0	2 0	5 30	5 30	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
..	Hull .. .. ,,	12 15	2 45	5 30	..	9 0	..	..	..	..	6 50	6 50	..	..	..	..	..	..	..	6 50	6 50	..	..	..	
..	Normanton .. ,,	11 0	12 30	4 25	4 40	..	8 20	..	..	..	1 15	4 0	..	..	..	8 20	..	..	..	1 15	4 0	..	..	..	
..	Leeds ..... ,,	11 20	1 50	4 30	..	8 0	8 30	..	..	..	..	..	..	..	..	8 30	..	..	..	..	..	..	..	..	
..	Manchester.. ,,	1 30	3 5	7 0	7 0	..	11 5	..	..	..	9 45	9 45	..	..	..	11 5	..	..	..	10 15	10 15	..	..	..	
..	Liverpool .. ,,	3 15	6 10	9 10	9 10	..	..	..	..	..	10 25	10 25	..	..	..	..	..	..	..	..	..	..	..	..	
..	Sheffield .... ,,	12 30	1 45	6 15	..	..	9 45	..	..	..	..	4 30	..	..	..	9 45	..	..	..	..	4 30	..	..	..	
..	**Derby** .... ,,	1 40	2 45	8 0	..	..	10 50	..	..	..	3 15	6 30	..	..	..	10 50	..	..	..	3 15	6 30	..	..	..	
..	Birmingham ,,	3 50	6 10	10 20	..	..	1 0	..	..	..	10 20	10 20	..	..	..	1 0	..	..	..	10 0	10 0	..	..	..	
..	Leicester .. ,,	3 15	4 5	9 50	7 0	..	12 13	..	..	..	4 30	8 10	..	..	..	12 13	..	..	..	4 30	8 30	..	..	..	
..	Rugby ..... ,,	4 15	5 0	10 50	7 40	..	1 0	..	..	..	5 15	9 0	..	..	..	1 0	..	..	..	5 15	9 30	..	..	..	
..	**London** .. ,,	7 45	8 10	..	10 10	..	4 45	..	..	..	8 0	12 45	..	..	..	4 45	..	..	..	8 0	1 15	..	..	..	

*On Saturdays this Train stops only at Cowton, Northallerton, Thirsk, and Alne, after leaving Darlington.

†On Saturdays this Train will leave Newcastle at 10 50 aft.

NORTH SHIELDS AND TYNEMOUTH BRANCH.

Sec., Wm. Swan, Newcastle.

From Newcastle.

MONDAYS TO FRIDAYS INCLUSIVE.

Morning..... 7, 8, 8½, 9, 9½, 10, 10½, 11, 11½, 12.
Afternoon ..... 1, 2, 2½, 3, 3½, 4, 4½, 5, 5½, 6, 7, 8, 9.

SATURDAYS.

Morning..... 7, 8, 8½, 9, 9½, 10, 10½, 11, 11½, 12.
Afternoon.... 1, 2, 2½, 3, 3½, 4, 4½, 5, 5½, 6, 6½, 7, 7½, 8, 8½, 9.

SUNDAYS.

Morning..... 7½, 8½, 9, 9½, 10, 10½
Afternood..... 1, 1½, 2, 2½, 3, 3½, 4, 5, 6, 6½, 7, 7½, 8, 8½, 9.

From Tynemouth.

MONDAYS TO FRIDAYS INCLUSIVE.

Morning..... 6, 8½, 9, 9½, 10, 10½, 11, 11½, 12.
Afternoon..... 1, 2, 2½, 3, 3½, 4, 4½, 5, 5½, 6, 7, 8, 9, 9½.

SATURDAYS.

Morning ..... 6½, 8½, 9, 9½, 10, 10½, 11, 11½, 12.
Afternoon 1, 2, 2½, 3, 3½, 4, 4½, 5, 5½, 6, 6½, 7, 7½, 8, 8½, 9, 9½

SUNDAYS.

Morning 6½, 9, 9½, 10, 10½
Afternoon..... 1, 1½, 2, 2½, 3, 3½, 4, 5, 6, 6½, 7, 7½, 8, 8½, 9, 9½.

If the Bridge at Newcastle be opened in a few days, some changes in the Express Trains may be expected.

Chas. F. Davidson, Manager. **EDINBURGH, BERWICK, & NEWCASTLE —North British.**

Miles.	STATIONS.	Week Days. 1,2,3 class MAIL	1 clss Exp.	1,2 class MAIL	1 2 3 class.	1 & 2 class. Exp.	1,2 class MAIL	1,2,3 class.	Sundays 1,2,3 class.	MAIL	1,2, class Exp.	1,2,3 class. MAIL	FARES. 1st	2nd	3rd
		morn	morn	morn	aft	aft	aft	aft	morn	morn	aft	aft	s. d.	s. d.	s. d.
—	**Edinburgh**	8 0	9 30	11 0	2 45	4†30	5 0	7 15	8 0	11 0	4 30	5 0	..	..	..
3	Portobello	8 7	..	..	2 52	..	..	7 22	8 7	..	..	5 7	0 6	0 4	0 3
6½	Inveresk	8 16	..	11 12	3 1	..	5 15	7 31	8 16	..	..	5 15	0 10	0 8	0 6
10	Tranent	8 25	..	11 18	3 10	4 50	5 22	7 40	8 25	..	..	5 22	2 0	1 6	1 0
13½	Longniddry.....	8 35	..	11 25	3 20	4 57	5 30	7 50	8 35	..	..	5 30	2 6	1 10	1 4
18	**Haddington** arr,	8 50	..	11 45	3 35	..	5 55	8 5	8 50	..	..	5 45	3 6	2 6	1 9
	Do. dep. for Berwick	8 10	..	11 10	3 5	..	5 15	7 35	8 20	..	..	5 15			
17⅞	Drem	8 45	..	11 34	3 30	5 5	5 40	8 0	8 45	..	..	5 40	3 6	2 6	1 9
23½	Linton	9 0	..	11 46	3 45	5 16	5 54	8 15	9 0	..	..	5 54	4 8	3 4	2 3
29	**Dunbar**	9 15	10 15	11 55	4 0	5 27	6 6	8 30	9 15	..	5 27	6 6	5 9	4 5	2 10
37	Cockburnspath	9 33	..	12 12	..	..	6 23	8 50	9 35	..	..	6 23	7 4	5 3	3 6
41½	Grant's House	9 45	..	12 22	..	..	6 36	9 2	9 47	..	..	6 36	8 3	6 0	3 10
46½	Reston.....	9 58	..	12 32	..	6 0	6 49	9 15	10 0	..	..	6 49	9 3	6 9	4 4
50½	Ayton	10 7	..	12 40	..	..	6 59	9 25	10 10	..	..	6 59	10 0	7 3	4 8
58	**Berwick** arrival	10 25	11 0	12 55	Will call at East Fortune.	6 25	7 15	9 45	10 30	12 55	6 25	7 15	11 6	8 6	6 0
—	**Newcastle**..arr.	1 45	1 5	3 40		8 50	10 20	..	..	3 40	8 50	10 20	..	..	..
—	**York**	6 5	3 40	7 10		12 5	2 48	..	..	7 10	12 5	2 48	..	..	..
—	**London**.....arr.	..	10 10	4 45		8 0	12 45	..	..	4 45	8 0	1 15	..	..	..

* These trains will call at Burnmouth, Innerwick, and East Fortune.
† This train does not run on Saturdays. ‡ This train will call at Innerwick, and East Fortune on Fridays

☞ The trains leaving Edinburgh at 8 a.m. and 7¼ p.m., and Berwick at 6¼ a.m., and 7 p.m, will take 3rd class passengers at Government fares, viz., one penny per mile.

Mls from Berwick.	STATIONS.	Week Days. 1,2 cl MAIL	1,2,3 class.	1,2,3 class.	1,2 cl MAIL	1 2 class.	1,2,3 class.	1st cl Exp.	Sundays 1,2cl MAIL	1,2,3 class.	1,2 cl MAIL	1,2,3 class.	FARES. from Berwick. 1st	2nd	3rd
		morn	morn	morn	morn	noon.	aft	aft	morn	morn	aft	aft	s. d.	s. d.	s. d.
	London .... dep.	10 30	..	..	9 0	..	..	9 30	10 0	..	9 0	..	..	..	..
	York	7 50	..	..	5 55	6 0	11 45	3 40	7 50	..	5 55	..	..	..	..
	Newcastle dep.	11a30	..	..	9 30	12 0	3 35	6 20	11 30	..	9 30	..	..	..	..
	Berwick....dep.	2 45	6*15	9 45	12 15	3*45	7 0	8 25	2 45	8 0	12 15	6 0	..	..	..
7½	Ayton	..	6 35	10 0	12 30	4 5	7 20	..	..	8 20	..	6 20	1 4	1 0	0 9
11½	Reston.....	..	6 48	10 10	12 38	4 15	7 30	..	..	8 30	..	6 30	2 3	1 8	1 2
16½	Grant's House	..	7 5	10 22	12 48	4 29	7 44	..	..	8 44	..	6 44	3 3	2 3	1 6
21	Cockburnspath	..	7 20	10 33	12 58	4 40	7 55	..	..	8 55	..	6 55	3 4	3 0	2 0
29	**Dunbar**	3 55	7 45	11 50	1 15	5 0	8 15	9 10	..	9 15	..	7 15	5 9	4 3	2 10
34½	Linton	..	8 0	11 5	1 25	5 15	8 30	..	..	9 30	..	7 30	6 9	5 0	3 6
40½	Drem	..	8 15	11 20	1 36	5 30	8 45	..	..	9 45	..	7 45	8 0	5 9	4 0
44½	Longniddry.....	..	8 25	11 30	1 45	5 40	8 55	..	..	9 55	..	7 55	8 9	6 0	4 3
49	**Haddington** arr.	..	8 50	11 45	2 0	5 55	9 10	..	..	10 10	..	8 10	9 0	6 9	4 6
	Ditto dep. for Edin.	..	8 10	11 10	1 30	5 15	8 40	..	..	9 40	..	7 40			
48	Tranent	..	8 35	11 39	1 52	5 49	9 4	..	..	10 4	..	8 4	9 6	7 0	4 6
51½	Inveresk	..	8 44	11 48	2 0	5 58	9 13	..	..	10 13	..	8 13	10 0	7 6	5 0
55	Portobello	..	8 53	11 57	..	6 7	9 22	..	..	10 22	..	8 22	11 0	8 0	5 0
58	**Edinburgh**..arr.	5 15	9 0	12 5	2 15	6 15	9 30	9 55	5 15	10 30	2 15	8 30	11 6	8 0	6 0

Res. Eng., F. M. Young. **LEEDS, BRADFORD, & SKIPTON.—Midland.** Sec., S. Gatliffe.

Mls.	Stations.	Week Days.								Sundays.			Fares. 1st class.	2nd class.	3rd class.	4th class.
			Mail	Exp.					Gov.	Mail		Gov.				
		mrn	morn	morn	morn	aft	aft	aft	aft	morn	aft	aft	s. d.	s. d.	s. d.	s. d.
—	**Leeds**.....dep..	6 0	7 0	9 30	11 0	1 0	3 0	5 0	8 30	9 30	7 0	1 0	7 0	..	..	..	..
1¾	Armley.....	6 5	..	..	..	1 5	3 5	..	8 35	9 35	..	1 5	7 5	0 6	0 4	0 3	0 2¾
3¼	Kirkstall	6 9	..	9 38	11 8	1 9	3 9	5 8	8 39	9 40	..	1 10	7 10	0 8	0 6	0 4	0 3¾
4¾	Newlay.....	6 14	..	..	11 13	1 14	3 14	5 13	8 44	9 45	..	1 15	7 15	1 0	0 8	0 5	0 4¾
5¾	Calverley.....	6 17	..	..	11 16	1 17	3 17	5 16	8 47	9 48	..	1 18	7 18	1 2	0 9	0 6	0 5¾
7½	Apperley	6 22	7 14	9 48	11 23	1 22	3 23	5 23	8 52	9 55	7 14	1 25	7 25	1 6	1 0	0 8	0 7¾
9½	Idle	6 26	..	..	..	1 26	..	..	8 56	10 0	..	1 30	7 30	1 9	1 3	0 10	0 9½
11	Shipley.....	6 30	7 20	9 55	11 30	1 30	3 30	5 30	9 0	10 4	7 20	1 34	7 34	2 0	1 6	1 0	0 11
13½	Bradford.....arr..	6 40	7 30	10 5	11 40	1 40	3 40	5 40	9 10	10 15	7 30	1 45	7 45	2 0	1 6	1 0	1 0
—	**Bradford**..dep..	..	7 20	10 0	11 30	1 30	3 30	5 30	9 0	..	7 20	1 30	7 30	..	..	..	..
2¾	Shipley.....	..	7 26	10 6	11 36	1 36	3 36	5 36	9 6	..	7 28	1 38	7 38	0 8	0 6	0 4	0 2¾
6	Bingley.....	..	7 35	10 15	11 45	1 45	3 45	5 45	9 15	..	7 39	1 49	7 49	1 4	1 0	0 8	0 6
9¼	Keighley	..	7 43	10 23	11 53	1 53	3 53	5 53	2 23	..	7 50	2 0	8 0	2 0	1 6	1 0	0 9¼
12	Steeton.....	..	7 50	10 30	12 0	2 0	4 0	6 0	9 30	..	7 58	2 8	8 8	2 6	1 9	1 2	1 0
13½	Kildwick	..	7 54	10 34	12 4	2 4	4 4	6 4	9 34	..	8 3	2 13	8 13	2 8	2 0	1 4	1 1½
15½	Cononley	..	7 59	10 39	12 9	2 9	4 9	6 9	9 39	..	8 8	2 18	8 18	3 0	2 3	1 6	1 3½
18	**Skipton**....arr..	..	8 10	10 50	12 20	2 20	4 20	6 20	9 50	..	8 20	2 30	8 30	3 6	2 6	1 9	1 6

SKIPTON, BRADFORD, & LEEDS.

Miles	Stations.	Week Days.	Gov.					Mail		Sundays. Gov.	Mail		Fares. 1 cls.	2 cls.	3 cls.	4 cls.
		mrn	morn	morn	morn	aft	aft	aft	aft	morn	aft	aft	s. d.	s. d.	s. d.	s. d.
—	**Skipton** ..dep..	..	6 20	8 50	11 20	1 20	3 20	5 20	7 50	8 40	5 10	9 0	..	..	..	..
2¾	Cononley	..	6 28	8 58	11 28	1 28	3 28	5 28	7 58	8 50	5 20	9 10	0 8	0 6	0 4	0 2¾
4½	Kildwick	..	6 32	9 2	11 32	1 32	3 32	5 32	8 2	..	8 55	5 25	9 15	1 0	0 9	0 6	0 4½
6	Steeton.....	..	6 36	9 6	11 36	1 36	3 36	5 36	8 6	..	9 0	5 30	9 20	1 6	1 2	0 9	0 6
8¾	Keighley	..	6 45	9 15	11 45	1 45	3 45	5 45	8 15	..	9 10	5 40	9 30	2 0	1 9	1 0	0 8¾
12	Bingley.....	..	6 53	9 23	11 53	1 53	3 53	5 53	8 23	..	9 18	5 48	0 38	2 6	1 10	1 3	1 0
15¼	Shipley.....	..	7 0	9 30	12 0	2 0	4 0	6 0	8 30	..	9 28	5 58	9 48	3 0	2 3	1 6	1 3¼
18	Bradford ....arr..	..	7 10	9 40	12 10	2 10	4 10	6 10	8 40	..	9 40	6 10	10 0	3 6	2 6	1 9	1 6
—	**Bradford**....dep	6 0	7 0	Exp. 9 30	12 0	Exp. 2 0	4 0	6 0	8 30	9 30	9 30	6 0	..	..	..	..
2¾	Shipley.....	6 7	7 7	9 37	12 7	2 7	4 7	6 7	8 37	9 37	9 38	6 8	..	0 8	0 6	0 4	0 2¾
4¼	Idle	6 11	7 11	..	..	..	..	..	8 41	9 41	9 42	..	..	0 10	0 8	0 5	0 4¼
6	Apperley	5 16	7 16	9 45	12 15	2 16	4 15	..	8 46	9 46	9 47	..	..	1 0	0 9	0 6	0 6
8	Calverley	6 22	7 22	..	12 21	2 22	4 21	..	8 52	9 52	9 54	..	..	1 3	1 0	0 8	0 8
9	Newlay.....	6 25	7 25	..	12 24	2 25	4 24	..	8 55	9 55	9 57	..	..	1 6	1 2	0 9	0 9
10½	Kirkstall	6 29	7 29	9 55	12 29	2 29	4 29	..	8 59	9 59	10 2	..	..	1 9	1 4	0 10	0 10
12	Armley.....	6 33	7 33	..	..	..	..	..	8 3	10 3	10 7	..	..	1 10	1 4	0 11	0 11
13¾	**Leeds**.....dep..	6 40	7 40	10 6	12 40	2 40	4 40	6 30	9 10	10 15	10 15	6 30	..	2 0	1 6	1 0	1 0

EXTRA TRAINS.—Leeds to Bradford at 8, *†9, and 10 morn., *†12 noon, *†2, *†4, 6, and *†7½ aft. On Sundays, 8 40 morn., 5 and 9 aft.

Bradford to Leeds at *8, †9, *10, and *†11 morn., 1, *3, 5, and *†7 aft. On Sundays, 7 50 morn., 2, 4, and 8 aft.

* These trains do not stop at Idle. † These trains do not stop at Armley.

BOROUGHBRIDGE BRANCH.—York, Newcastle, and Berwick.

DOWN.	Week Days. 1	2	3	4	5	6
Leave	aft.	mrn	morn	morn	morn	mrn
London	9 0	..	..	..	..	6¼, 9
						aft.
	mrn					
York	5 35	..	9 15	11 45	..	5 20
Newcastle	..	5 30	..	..	11 0	4 10
Darlington	..	7 20	..	..	12 50	5 35
Pillmoor Junction arr	6 33	8 45	9 52	12 35	2 5	6 33
Brafferton „	6 41	8 53	10 0	12 43	2 13	6 41
Boro'bridge „	6 55	9 5	10 12	12 55	2 25	6 55

UP.	Week Days. 2	3	4	5	6	Fares. 1st class	2nd class	3rd class	4th class
Leave	morn	mrn	morn	noon.	aft.	aft.	s. d.	s. d.	s. d.	s. d.
Boroughbridge	6 5	8 20	9 30	12 0	1 40	5 40	..	..	..	..
Brafferton	6 17	8 32	9 42	12 12	1 52	5 53	..	0 9	0 6	0 4
Pillmoor Junction	6 25	8 40	9 48	12 18	1 58	6 0	..	1 3	1 0	0 9	0 6
Arrive at				aft.							
Darlington	7 33	..	11 10	1 25	..	7 20	..	3 6	2 6	1 3	2 10
			aft.								
Newcastle	9 0	..	1 0	3 0	..	9 5	..	..	..	..	..
York	..	9 30	..	..	2 35	7 10	..	5 6	3 6	2 6	1 10
		aft.				morn					
London	..	7 15	..	..	..	4 15	..	..	..	..	..

On Sundays—from Newcastle to Boroughbridge at 6½ morn., 4 10 & 5½ aft.; from York at 6½ morn. and 5½ aft. From Boroughbridge to Newcastle at 6 5 morn and 6 aft., to York at 9 10 morn., 6 and 8 10 aft.

HARTLEPOOL BRANCH.—York, Newcastle, and Berwick.

DOWN.	Week Days.							Sundys		UP.	Week Days.							Sundys	
	aft.	aft.				mrn		aft.			morn	morn	aft.	aft.				a.m.	aft.
London	9 0	9 0	..	..	..	6¼, 9	..	9 0	..	**Hartlepool** dep	7 5	10 40	3 50	5 55	..	..		6 45	5 45
	mrn	mrn	morn	aft.	aft.	aft.		morn	aft.	Castle Eden	7 28	11 0	4 10	6 15	..	..		7 8	6 8
York	5 55	6 0	9 15	2 15	5 20	..	..	6 39	5 30	Wingate	7 30	11 5	4 12	6 20	..	..		7 10	6 10
Darlington ....dep.	7 33	7 45	11 10	4 10	6 45	..	..	8 25	7 25	Trimdon	7 35	11 10	4 16	6 25	..	..		7 15	6 15
Durham	8 25	8 25	11 40	4 35	6 40	..	..	7 10	6 10	Coxhoe	7 45	11 21	4 26	6 36	..	..		7 28	6 28
Newcastle	8 0	8 0	11 0	4 10	6 0	..	..	6 30	5 30	Ferry Hill arr.	7 55	11 40	4 40	6 55	..	..		7 40	6 40
Sunderland	8 0	8 0	11 0	4 0	6 0	..	..	6 30	5 30										
Shields	8 0	8 0	11 0	4 0	6 0	..	..	6 30	5 30	Durham	8 30	12 20	5 26	7 35	..	..		9 35	8 35
Ferry Hill	8 50	8 50	12 15	5 15	7 15	..	..	9 5	8 5	**Newcastle**	9 0	1 0	6 0	8 5	..	..		10 15	9 15
Coxhoe arr.	9 2	9 2	12 27	5 27	7 27	..	..	9 18	8 18	Sunderland	9 0	1 0	6 0	8 5	..	..		10 35	9 35
										Shields	9 0	1 0	6 0	8 5	..	..		10 35	9 35
Trimdon	9 15	2 15	12 40	5 40	7 40	..	..	9 33	8 33	**Darlington** ar.	9 25	12 50	5 35	7 50	..	..		8 20	7 20
Wingate	9 17	9 17	12 45	5 42	7 45	..	..	9 35	8 35										
Castle Eden	9 20	9 20	12 50	5 45	7 50	..	..	9 38	8 38	**York** ..... arr.	11 5	2 40	7 10	9 50	..	..		10 15	9 15
Hartlepool arr.	9 46	9 46	1 15	6 10	8 15	..	..	10 1	9 1										
										London arr.	8 10	..	4 30	..	..	..		..	..

BEDALE BRANCH.

Northallerton to Leeming Lane at 7 10, 8 10 and 10 35 morn, 1½, 3 35 & 6 40 aft.
SUNDAYS at 7 10 and 9 morn., 6 50 and 8 aft.

Leeming Lane to Northallerton at 6 40, 7 40 and 9 20 morn., 12 25, 3 5 and 5 40 aft.
SUNDAYS at 6 40 and 8½ morn., 5 40 and 7½ aft.

Fares.—1s. 6d., 1s., 9d., & 6d.

YORK & HARROGATE.—York and North Midland.

Miles.	Stations.	DOWN. 1 & 2 Gov.	1 2 3 class.	1, 2, 3 class.	1 2 3 class.	1 2 3 class.	Fares from York. 1st clss.	2nd clss.	3rd clss.	4th clss.	Miles.	Stations.	UP. 1 & 2 Gov.	1 2 3 class.	1, 2, 3 class.	1 2 3 class.	1 2 3 class.
		morn	morn	morn	morn	morn	s. d.	s. d.	s. d.	s. d.			morn	morn	noon	aft.	aft.
—	**London** dep.	..	..	..	6 15	10 30	..	..	..	..	—	**Harrogate** ....dep.	7 0	9 15	12 0	2 30	6 0
—	**Derby** „	..	6 0	9 20	12 30	4 0	..	..	..	..	—	**Spofforth**	7 15	9 30	12 15	2 45	6 15
—	**Normanton** „	7 20	10 0	12 30	3 20	6 25	..	..	..	..	2½	Wetherby	7 21	9 41	12 21	2 55	6 20
—	**York** „	7 25	9 50	12 30	3 0	6 30	..	..	..	..	5	Thorp Arch	7 29	9 46	12 29	3 0	6 29
11	**Church Fenton** dep.	8 30	11 0	1 30	4 10	7 13	2	6 2	0	1 6	6½	Newton	7 34	9 51	12 34	3 6	6 34
14½	Stutton	8 36	11 6	1 36	4 16	7 19	3	0 2	0 1	6	8½	Tadcaster	7 41	9 56	12 41	3 11	6 41
15½	Tadcaster	8 40	11 10	1 40	4 20	7 20	3	0 2	0 1	6	9½	Stutton	7 45	10 0	12 45	3 25	6 45
17½	Newton	8 47	11 15	1 45	4 25	7 26	..	..	..	..	13½	**Church Fenton**	8 20	10 50	1 22	4 0	6 51
19	Thorp Arch	8 52	11 20	1 50	4 30	7 33	3	6 2	6 2	0	—	**York** arr.	8 50	10 20	1 50	4 25	7 30
21½	Wetherby	8 58	11 25	1 55	4 35	7 38	4	0 3	0 2	6	—	**Normanton** „	8 40	11 0	..	4 25	8 20
24½	**Spofforth**	9 10	11 35	2 5	4 45	7 50	5	0 4	6 3	6	—	**Derby** „	..	1 40	..	8 0	10 50
—	**Harrogate** ....arr.	9 25	11 50	2 20	5 0	8 5	6	0 5	0 4	0	—	**London** „	..	7 30	..	..	4 30

RICHMOND, YORK, & DARLINGTON.—York, Newcastle, & Berwick.

Richmond to Darlington.	1	2	3	4	SUNDAYS. 5	6	7	FARES. 1 cl.	2 cl.	3 cl.
Trains leave	mrn	aft.	aft.	aft.	morn	aft.	aft.	s. d.	s. d.	s. d.
Richmond ..	6 40	12 15	4 45	6 30	6 45	4 45	6 35	..	..	..
Catterick Bridge.	6 50	12 25	4 55	6 40	6 55	4 55	6 45	1 0	0	9 0 6
Scorton	6 55	12 30	5 0	6 45	7 0	5 0	6 49	1 3	1	0 0 9
Moulton.....	6 59	12 34	5 4	6 49	7 4	5 4	6 53	1 6	1	0 0 9
Dalton	7 10	12 45	5 15	7 0	7 15	5 15	6 59	2 0	1	3 1 0
Darlingtn. arr	7 25	1 0	5 30	7 20	7 30	5 30	7 25	2 6	1	6 1 0
York ..... „	9 30	2 35	7 10	..	10 15	7 10	9 15	..	..	..
Newcastle „	9 0	3 0	..	9 5	10 15	..	9 15	..	..	..

Darlington to Richmond	1	2	3	4	SUNDAYS. 5	6	7	FARES From Newcstl 1 cl.	2 cl.	3 cl.
Trains leave	mrn	aft.	aft.	aft.	morn	aft.	aft.	s. d.	s. d.	s. d.
Newcastle ..	5 30	11 0	4 10	6 0	6 30	4 10	5 30	..	..	..
Darlington..	7 35	1 10	5 40	7 50	8 20	5 40	7 20	..	..	..
York	5 55	11 45	3 45	..	6 30	..	5 30	20 0	14 0	9 0
Dalton	7 45	1 27	5 55	8 5	8 39	5 55	7 39	10 3	7 3	4 6
Moulton.....	7 52	1 34	6 2	8 10	8 45	6 2	7 45	10 3	7 3	4 6
Scorton	7 56	1 38	6 6	8 14	8 50	6 6	7 50	10 6	7 6	4 9
Catterick Bridge.	8 1	1 43	6 11	8 19	8 54	6 11	7 54	11 0	7 9	5 0
Richmond.arr	8 15	1 55	6 25	8 30	9 5	6 25	8 5	11 6	8 0	5 0

Extra Train from Richmond to Dalton and York at 7½ p.m.; from York to Richmond at 5 20 p.m., in connexion with train from Dalton at 7 3 p.m. on week days.

H. Jacob, Sec. & Manager.

COCKERMOUTH & WORKINGTON.—8½ Miles.

From Cockermouth to Workington at 6½ & 9 5 morn., 1 25, and 5¾, aft. On SUNDAYS at 7¾ morn., and 5¾ aft.
From Workington to Cockermouth at 8 11 & 10 38, morn, 3½, & 8 aft. On SUNDAYS at 9 46 morn., & 7 46 aft.
All the trains call at Camerton, Broughton, and Brigham stations
On Mondays, from Cockermouth at 2½ aft.
Fares.—Cockermouth to Workington, first class, 1s. 6d.; second class, 1s.; third class, 8½d.

STOCKTON & DARLINGTON, Wear Valley, & Redcar Railways.

O. Gilkes, Sec. and Gen. Supt. G. Stephenson, Passenger Supt. E. Smith, Goods Supt.

Going West.	1	2	3	4	5	6	7	Sund.
	mrn	mrn	mrn	aft	aft	aft	aft	mrn	mail.
Redcar ..... departure	..	8 0	10 50	1 10	..	4 10	6 50	Mail	4 0
Hartlepool and Seaton	..	7 35	10 10	..	1 15	3 10	6 0	..	..
Lazenby	..	8 5	10 55	..	..	..	6 55	..	4 10
Cleveland Port	..	..	11 5	1 20	..	..	7 0	..	4 15
Middlesborough	6 20	8 20	11 15	1 30	2 35	4 30	7 10	..	4 20
Newport	6 25	8 25	..	..	2 40	..	..	..	4 30
Stockton	6 30	8 30	11 25	1 40	2 45	4 45	7 20	..	4 40
Yarm	6 40	8 40	11 35	1 50	..	4 55	7 30	..	4 50
Middleton and Dinsdale	6 50	8 46	11 45	2 0	..	5 5	7 40	..	5 0
Darlington ..... arrival	7 0	8 56	11 55	2 10	..	5 15	7 50	..	5 10
Darlington ..departure	..	9 0	12 0	2 15	..	5 20	7 55	8 40	..
Aycliffe & Heighington	leave	9 8	12 8	2 25	..	5 28	8 10	8 50	..
Shildon	a.m.	9 18	12 20	2 35	..	5 38	8 15	9 0	..
Bishop Auckland	8 40	9 30	12 30	2 45	..	5 48	8 20	9 5	..
St. Helens (by 'Bus) ..	..	9 30	..	..	..	5 45	..	..	..
Etherley	8 50	9 38	12 38	2 50	..	5 55	..	9 10	..
Junction	8 55	9 40	12 40	2 53	..	6 0	..	9 13	..
Witton	..	9 45	..	..	..	6 5	..	9 15	..
Wolsingham	..	10 0	..	..	..	6 20	..	9 25	..
Frosterley	..	10 15	..	..	..	6 35	..	9 35	..
Stanhope .. (by Coach)	..	10 40	..	..	..	6 55	..	..	..
Beechburn	..	..	..	..	..	..	..	..	..
Crook	9 10	9 55	12 50	3 10	..	6 20	..	..	..
Tow Law	..	10 25	1 30	..	..	6 45	..	..	..
Waskerley Park	..	10 45	2 0	..	..	7 10	..	..	..
Cold Rowley ... arrival	..	11 10	2 30	..	..	7 35	..	..	..

Going East.	1	2	3	4	5	6	7	Sund.
	mrn	mrn	aft	aft	aft	aft	aft	mrn	mail.
Cold Rowley ..... departure	..	..	8 40	11 30	..	..	4 40	..	..
Waskerley Park	..	..	9 0	11 50	..	..	5 0	..	..
Tow Law	..	..	9 25	11 25	..	..	5 25	..	..
Crook	..	7 25	10 15	1 0	3 30	..	6 25	..	..
Beechburn	..	7 30	10 13	..	3 35	..	6 30	..	mail
Junction	..	7 37	10 17	1 7	3 38	5 10	6 35	..	3 38
Stanhope to Frostly. (by Coach)	..	6 30	..	..	2 30	..	..	..	..
Frosterley	..	7 0	..	..	3 5	4 40	..	..	3 5
Wolsingham	..	7 10	..	..	3 15	4 50	..	..	3 15
Witton	..	7 30	..	..	3 30	5 5	..	..	3 30
Junction	..	7 37	10 17	1 7	3 38	5 10	6 35	..	3 38
Etherley	..	7 40	10 20	1 10	3 40	5 15	6 38	..	3 40
Bishop Auckland	..	8 0	10 35	1 20	3 55	5 25	6 50	..	3 55
St. Helens (by 'Bus)	..	7 30	..	..	3 10	..	..	..	..
Shildon	..	8 8	10 40	1 28	4 0	..	7 0	..	4 0
Aycliffe and Heighington	..	8 20	10 55	1 40	4 10	..	7 10	..	4 10
Darlington ..... arrival	..	8 30	11 5	1 50	4 20	..	7 20	..	4 20
Darlington ..... departure	7 50	8 50	11 30	2 0	5 5	..	7 45	8 0	..
Middleton and Dinsdale	7 58	8 58	11 37	2 10	5 12	..	7 52	8 10	..
Yarm	8 10	9 5	11 50	2 20	5 23	p.m.	8 2	8 20	..
Stockton	8 20	9 20	12 0	2 30	5 35	6 40	8 15	8 30	..
Newport	8 25	..	12 5	..	..	6 45	8 20	8 35	..
Middlesborough	8 30	9 30	12 10	2 40	5 45	6 50	8 25	8 40	..
Cleveland Port	..	9 35	12 15	2 45	5 50	..	..	8 45	..
Lazenby	..	9 45	12 25	2 50	6 0	..	8 40	9 0	..
Hartlepool and Seaton	9 5	10 40	1 45	4 45	7 15	..	..	..	..
Redcar	..	9 55	12 35	3 0	6 10	..	8 50	9 5	..

Additional trains from Middlesbro' to Stockton, 7 20, 9 20, & 10 40 a.m.; (12 30, Thurs. and Sat.) 2 35, 3 50, & 5 45 p.m. Stockton to Middlesbro', 6 50, 10½, and 11 a.m.; 1 25, (3½ Thurs. and Sat.) 4½ & 6 40 p.m.

A Market Train leaves Tod Hills at 8¼, and Coxhoe at 9 a.m. for Stockton every Saturday, and returns at 3½ p.m.—Fare 6d.

A third class carriage is attached to the first and last trains to and from Stockton and Ferryhill; also the first and last trains to and from Stockton & Hartlepool.

A Market train from Crook to Darlington at 6 20 a.m. Bishop Auckland at 7, and Shildon at 7 10 a.m.; and from Bishop Auckland to Crook, on Saturdays at 7 20 a.m.

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Sec., A. Basnett, Stockton-on-Tees. **STOCKTON AND HARTLEPOOL AND CLARENCE.** Manager, R. Robinson.

Stockton to Hartlepool.

STATIONS. Trains leave	Week Days. morn	morn	morn	aft	aft	
Newcastle .... dep..	..	8 0	11 0	..	4 10	..
Darlington via Stockton..	7 50	8 40	11 30	2 0	5 20	..
Coxhoe ..... dep·	..	8 30	..	..	4 45	..
Ferryhill	..	8 50	12 15	..	5 8	..
Sedgefield	..	9 0	12 30	..	5 20	..
Stockton ..... arr.	..	9 40	1 0	..	5 55	..
Stockton ..... dep.	8 30	10 10	1 10	4 10	6 5	..
Port Clarence	7 30	10 0	12 45	3 30	5 55	..
Billingham	8 40	10 20	1 20	4 20	6 15	..
Greatham	8 50	10 30	1 30	4 30	6 25	..
Seaton	9 0	10 40	1 40	4 40	6 35	..
West Hartlepool ..	9 5	10 45	1 45	4 45	6 40	..

Hartlepool to Stockton.

STATIONS. Trains leave	Week Days. mo	morn	morn	aft	aft	aft	
W.Hartlepl...d	..	7 40	10 10	12 50	3 30	6 25	..
Seaton	..	7 45	10 15	12 55	3 35	6 30	..
Greatham	..	7 50	10 20	1 0	3 40	6 35	..
Billingham	..	8 0	10 30	1 10	3 50	6 45	..
Port Clarence, arr	..	8 30	11 0	1 40	4 15	7 5	..
Stockton .. arr	..	8 15	10 45	1 25	4 5	7 0	..
Stockton.. dep·	7 20	..	10 45	..	3 50	..	..
Sedgefield	7 40	..	11 20	..	4 15	..	..
Ferryhill	8 0	..	11 35	..	4 35	..	..
Coxhoe .... arr.	8 15	..	..	..	4 45	..	..
Darlington .... arr.	..	9 0	11 55	2 25	5 10	7 50	..
Newcastle	9 0	..	1 0	..	6 0	..	..

Sec. John Adamson, Forth, Newcastle-on-Tyne. **NEWCASTLE AND CARLISLE—60 Miles.** Chief Agent, John Challoner
Length of Line from Carlisle Canal to Newcastle 60¾ miles. Traffic Supt., J. Chantler.

Mi.	Going west TRAINS FROM	1 *	2	3	4	5*	6	Sundays.			Fares.	
		mrn	morn	morn	aft.	aft.	aft.	morn	morn	aft.	s.d.	s.d
—	**Newcastle**	5 30	8 45	11 0	1 45	4 0	6 45	8 * 0	9*15	5 * 0	..	..
—	**Gateshead**	..	8 35	10 50	1 35	3 50	6 35	..	..	..	..	..
2¾	Scotswood	5 37	8 52	11 7	1 52	4 7	6 52	8 7	9 22	5 7	0	9 0 4
2¾	Derwenthaugh	..	8 48	11 5	1 50	4 5	6 50	..	..	..	0	6 0 4
4	Blaydon	5 45	8 55	11 15	2 0	4 15	7 0	8 15	9 30	5 15	1	0 0 6
6	Ryton	5 52	9 2	11 22	2 7	4 23	7 7	8 22	9 37	5 22	1	0 0 0
8¼	Wylam	6 0	9 10	11 30	2 14	4 32	7 15	8 30	9 45	5 30	1	6 1 2
10½	Prudhoe	6 6	9 16	11 37	2 20	4 40	7 22	8 37	9 52	5 37	2	0 1 6
13	Stocksfield....	6 14	9 23	11 45	2 27	4 47	7 30	8 45	10 0	5 45	2	6 1 10
15½	Riding Mill ..	6 22	9 29	11 52	2 33	4 54	7 37	8 52	10 7	5 52	2	10 2 2
17½	Corbridge	6 29	9 34	11 59	2 39	5 2	7 44	9 0	10 15	6 0	3	3 2 6
20½	Hexham	6 43	9 40	12 13	2 52	5 15	7 58	9 13	10 28	6 13	3	10 3 0
24½	Fourstones ..	6 53	9 50	12 23	3 0	5 26	8 8	9 23	10 38	6 23	4	6 3 6
28¼	Haydon Bridge	7 8	10 0	12 38	3 15	5 42	8 23	9 38	10 53	6 38	5	3 4 0
32½	Bardon Mill ..	7 18	10 10	..	3 24	5 52	8 33	9 48	11 3	6 48	6	0 4 7
36¾	Haltwhistle ..	7 35	10 26	1 0	3 39	6 10	8 50	10 5	11 20	7 5	6	10 5 4
40½	Greenhead ..	7 43	10 34	1 8	3 46	6 18	8 58	10 13	11 28	7 13	7	6 5 10
42½	Rose Hill	7 50	10 40	1 15	3 52	6 25	9 5	10 20	11 35	7 20	8	0 6 0
46	Low Row	8 0	10 48	..	4 0	6 33	9 13	10 28	11 43	7 28	8	6 6 7
49	Milton	8 15	11 3	1 35	4 15	6 50	9 30	10 45	12 0	7 45	9	0 7 0
52¾	How Mill	8 25	11 13	..	4 25	7 0	9 40	10 55	12 10	7 55	9	10 7 6
55¾	Wetheral	8 35	11 23	1 47	4 35	7 10	9 50	11 5	12 20	8 5	10	6 8 0
57½	Scotby.....	8 40	11 30	..	4 40	7 15	9 55	11 10	12 25	8 10	10	9 8 3
59¼	**Carlisle**	8 45	11 35	2 0	4 45	7 20	10 0	11 15	12 30	8 15	11	0 8 6

Mi.	Going East. TRAINS LEAVE	1 *	2	3	4	5*	6	Sundays.			Fares.	
		mrn	morn	morn	aft.	aft.	aft.	morn	morn	aft.	s.d.	s.d
	Carlisle	6 0	7 45	11 45	2 15	4 15	5 45	..	9*20	5 * 0	..	..
	Scotby	6 5	7 50	..	2 20	4 20	5 49	..	9 25	5 5	5	0
	Wetheral	6 12	7 57	11 52	2 27	4 27	5 55	..	9 32	5 12	5	0
	How Mill	6 20	8 5	..	2 35	4 35	6 3	..	9 40	5 20	5	0
	Milton	6 35	8 18	12 10	2 50	4 50	6 15	..	9 55	5 35	5	0
	Low Row	6 43	8 25	..	2 57	4 58	6 22	..	10 3	5 43	5	0
	Rose Hill	6 55	8 35	12 25	3 7	5 10	6 32	..	10 15	5 55	5	0
	Greenhead	7 0	8 40	12 30	3 12	5 15	6 37	..	10 20	6 0	5	0
	Haltwhistle ..	7 10	8 49	12 40	3 21	5 25	6 48	..	10 30	6 10	5	0
	Bardon Mill ..	7 20	8 58	12 50	3 30	5 35	6 58	..	10 40	6 20	5	0
	Haydon Bridge	7 35	9 11	1 5	3 45	5 50	7 15	7*30	10 55	6 35	5	0
	Fourstones ..	7 45	9 21	1 15	3 55	6 0	7 23	7 40	11 5	6 45	5	0
	Corbridge	8 10	9 45	1 38	4 20	6 25	7 46	8 10	11 30	7 10	5	0
	Riding Mill....	8 17	9 52	1 44	4 27	6 32	7 52	8 17	11 37	7 17	5	0
	Stocksfield....	8 25	10 0	1 50	4 35	6 40	8 0	8 25	11 45	7 25	5	0
	Prudhoe	8 32	10 7	1 56	4 42	6 47	8 6	8 32	11 52	7 32	5	0
	Wylam	8 40	10 15	2 3	4 50	6 55	8 13	8 40	12 0	7 40	5	0
	Ryton	8 47	10 22	2 9	4 57	7 2	8 19	8 47	12 7	7 47	5	0
	Blaydon	9 0	10 35	2 20	5 10	7 15	8 30	9 0	12 20	8 0	5	0
	Derwenthaugh	9 5	10 40	2 25	5 15	7 20	8 35	..	..	..	..	..
	Scotswood	9 5	10 40	2 25	5 15	7 20	8 35	9 5	12 25	8 5	..	..
	Gateshead..	9 20	10 55	2 45	5 30	7 35	8 50	..	..	..	..	..
	Newcastle..	9 15	1 050	2 40	5 25	7 30	8 45	9 15	12 35	8 15	..	..

Nos. 3 west, and 3 east are mail trains; and on Sundays, the 5 p.m. west, and 9 20 a.m. east are mails.
* Third class carriages attached to these trains. Fare one penny per mile.

Extra on Sundays—From Newcastle to Haydon Bridge, at 7 p.m. From Carlisle to Rose Hill, at 2 p.m.; from Rose Hill to Newcastle at 5 30 p.m.; all 1st, 2nd, and 3rd class, and stopping.

MARYPORT AND CARLISLE, AND WHITEHAVEN JUNCTION.—39 Miles.

Miles.	Up Trains.	Week Days. 1,2,3 clss.	1 & 2 class.	1 & 2 Mail.	1,2,3 mail	Sundays. 1,2,3 class	1,2,3 mail.	Fares. 1st clss.	2nd clss	3rd. clss	Miles.
	LEAVE	mrn	morn	aft.	aft.	morn	aft.	s. d.	s. d.	s. d,	
	Whitehaven ..	6 40	9 15	1 45	6 0	8 0	6 0	..	..	..	
15½	Cockermouth dep.	6 30	9 5	1 25	5 45	7 15	5 45	2 9	2 0	1 4	11½
7	Workington	7 4	9 39	2 9	6 24	8 24	6 24	1 3	1 0	0 7	19½
12	Maryport	7 20	9 55	2 23	6 40	8 40	6 40	2 0	1 6	1 0	27½
19½	Aspatria.....	7 50	10 25	2 46	7 15	9 10	7 10	3 6	2 9	1 7½	32½
28	Wigton	8 15	10 50	3 4	7 40	9 35	7 35	5 3	4 0	2 4	41
39½	**Carlisle**..arrival	8 50	11 25	3 33	8 15	10 10	8 10	7 6	6 0	3 4½	39½

Down Trains.	Week Days. 1,2,3 msl.	1 & 2 mail.	1&2 clss.	123 clss.	Sundays. 1, 2, 3 class.	1, 2, 3 class	Fares. 1st class	2nd clss.	3rd clss.
LEAVE	mrn	morn	aft.	aft.	morn	aft	s. d.	s. d.	s. d.
Carlisle	6 25	9 15	1 15	6 5	8 0	6 0	..	..	..
Wigton	7 0	9 42	1 50	6 40	8 35	6 35	2 4	1 11	011½
Aspatria	7 25	10 0	2 15	..	9 0	7 0	4 0	3 3	1 8
Maryport.....	7 55	10 25	2 45	7 45	9 30	7 30	5 6	4 6	2 4
Workington	8 11	10 38	3 1	8 0	9 46	7 46	6 4	5 2	2 9
Cockermouth arr	8 41	11 8	3 4	8 30	10 16	8 25	7 10	6 3	3 5½
Whitehven arr	8 35	11 2	3 25	8 25	10 10	8 10	7 6	6 0	3 4

Extra Trains.—/ WHITEHAVEN to MARYPORT, at 2¾ p.m. On Sundays at 2½ p.m. To Cockermouth at 7 45 & 10¼ a.m., & 7½ p.m. on week days
/ MARYPORT to WHITEHAVEN, at 4 p.m. On Sundays at 3½ p.m. From Cockermouth at 6¼ & 9 5 a.m.; & 1 25 p.m. on week days.

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KENDAL AND WINDERMERE.

Wm. Watson, Sec. & Eng.

From Windermere.

Windermere to Kendal and Lancaster.	UP TRAINS. 1 &2 clss.	1,2, class.	1,2,3 chp.	1 &2 mail	1 &2 clss.	Sundy. 1, 2, clss.	1 2 3 clss.	1&2 clss.	Fares. 1st. clss	2nd. clss
Mls.	mrn	morn	aft.	aft.	aft.	mrn	aft.	aft.	s. d.	s. d.
Windermere dep	..	10 50	1 18	4 45	8 0	9 0	4 45	8 30	..	..
3¾ Staveley	..	10 57	1 25	4 52	8 8	9 10	4 55	8 36	1 0	0 9
6 Burneside	..	11 13	1 30	4 57	8 15	9 15	4 58	8 43	1 6	1 0
8¼ **Kendal** arr	..	11 10	1 38	5 5	8 25	9 25	5 5	8 50	2 3	1 6
,, dep	8 30	..	..	5 55		..	5 55	..	..	..
10¼ Oxenholme North	..	11 25	1 54	..	..	..	..	..	3 0	2 0
,, ,, South	8 39	11 25	1 54	6 0	..	..	6 0	..	..	..
29¼ **Lancaster** arrival	9 38	12 22 p.m.	2 55	6 58	..	..	6 58	..	7 0	4 9
60¼ **Carlisle** .. arrival	..	2 0	4 40	..	..	..	..	..	13 0	9 0

☞ For Coaches in connexion with the above trains, see page 101.

Carlisle & Kendal to Windermere	DOWN TRAINS. 1 & 2 Mail.	1 2 3 class.	1 & 2 class.	1 & 2 Mail.	1 & 2 Mail.	Sunday. 1. 2, mail	1 2 3 chp.	1&2 mail
	morn	morn	morn	aft.	aft.	mrn	aft.	aft.
Carlisle depart	..	..	11 45	*4 3	*	..	..	4 3
Lancaster ..	5 57	10 38	1 20	..	5 59	5 59	..	..
Oxenholme	6 46	11 37	2 18	6 5	6 50	6 46	..	6 5
Kendal .... arr.	6 56	11 50	2 30	6 15	7 0	6 56	..	6 15
,, .. dep.	7 45	..	..	..	..	7 45	1 30	..
Burneside	7 50	12 0	2 40	7 8	7 8	7 50	1 35	7 8
Staveley	7 55	12 5	2 45	7 15	7 15	7 55	1 45	7 15
Windermre ar	8 5	12 15	2 55	7 25	7 25	8 5	2 0	7 25

* To Kendal on Sundays also.

Extra—Mail Trains leave Kendal for the North at 6 35 morn., and 6 35 aft., arrive at Carlisle at 9 1 morn., and 9 1 aft. daily. From Carlisle to Kendal at 6 40 morn. and 1 20 aft.—Return Tickets are granted at a reduction of one-third.

FLEETWOOD, FURNESS ABBEY, ULVERSTON, BROUGHTON, AND THE LAKES.—Furness Railway

Chairman, Rt. Hon. Earl of Burlington. Secretary, A. Currey. Engineer, J. R. M'Clean. General Manager. J. Ramsden.

UP. From FLEETWOOD, &c.	1 1,2,3 clss.	2 1 2 3 clss.	3 1, 2 class.	4 1, 2, 3 class.	5 1,2,3 class.	6 1 &2 clss.	7 1 & 2 class.	8 1,2,3 clss.
LEAVE	mrn	mrn	morn	morn	aft.	aft.	aft.	aft.
Fleetwood per Steamer	..	..	9 0	..	..	..	1 0	..
Piel per Railway	..	..	10 45	..	..	..	2 45	..
Rampside	..	..	10 50	..	..	..	2 50	..
Barrow	8 0	9 0	..	11 15	1 0	2 50	..	4 45
Furness Abbey	8 15	9 15	11 5	11 30	1 15	3 0	3 5	5 0
Dalton	8 30	9 30	11 15	11 45	1 30	3 15	3 15	5 15
Ulverston per Omnibus	..	..	12 0	..	..	..	4 0	..
Newby Bridge per 'Bus	..	..	..	..	..	..	5 30	..
Kirkby	..	..	..	12 15	..	..	3 30	..
Broughton	..	..	..	12 30	..	..	3 45	..
Coniston per 'Bus	..	..	..	..	..	..	6 0	..
Ambleside ,,	..	..	..	..	..	..	7 30	..

DOWN. From BROUGHTON, &c.	1 1,2,3 class.	2 1, 2 class.	3 1 2 3 class.	4 1,2,3 class.	5 1& 2 class.	6 1,2,3 class.	7 1,2,3 class.	8 1,2,3 class.
LEAVE	morn	morn	morn	aft.	aft.	aft.	aft.	aft.
Ambleside per 'Bus	..	..	..	..	9 0	..	..	..
Coniston ,,	..	..	..	..	11 0	..	..	..
Broughton	..	..	..	..	1 30	..	4 0	..
Kirkby	..	..	..	..	1 45	..	4 30	..
Newby Bridge per 'Bus	..	..	..	..	11 30	..	..	..
Ulverstn. per Omnibs	..	9 0	..	..	1 0	..	..	..
Dalton	9 0	10 0	11 20	12 0	2 0	3 30	5 15	5 30
Furness Abbey ..	9 15	10 5	11 30	12 15	2 5	3 45	5 0	5 45
Barrow	9 30	10 20	..	12 30	2 20	4 0	5 15	6 0
Rampside	..	10 20	..	..	2 20	..	..	..
Piel.. leave per Steamer	..	10 30	..	..	2 30	..	..	..
Fleetwd. per *Steamer	..	12 0	..	..	4 0	..	..	..

No 2 Up train will not run on Thursdays.

* Wind and weather permitting.

Ulverston Market Trains.—From Broughton every Thursday at 8 morn., arriving at Ulverston at 9½, and returning from Ulverston at 4 aft. Passengers are conveyed between Dalton station and Ulverston by omnibuses; and only a limited number can be booked through.

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Sec., S. E. Bolden. **PRESTON, LANCASTER, KENDAL, AND CARLISLE.** Gds. Man., B. Poole, L'pool.

From Carl.	Carlisle to Lncstr&Prstn	1 1& 2 mail	2 1,2cl.	3 1 &2	4 1, 2, 3	5 1 cls Exp	6 1, 2, mail	Sundy 1 &2 mail	1,2,3 mail	from Pstn	Prstn&Lncstr to Carlisle.	1 1, 2 mail	2 1, 2, 3	3 1, 2	Exp 1 cl.	5 1, 2 mail	6 1&2	Sundy 1,2,3 mail	1 & 2 mail	Fares. 1 cl.	2 cl.
Mls	UP TRAINS.	mrn	morn	mrn	morn	aft	aft	mrn	aft	Mls	DOWN TRAINS.	mrn	morn	aft	aft	aft	aft	mrn	aft	s. d.	s. d.
—	**Carlisle**.....	1 44	6 40	..	11 45	1 27	4 31	11 44	4 3	—	**Preston**..depart	5 15	9 50	12 30	3 10	5 16	9 15	5 15	5 16	..	..
3	Brisco.....	..	..	..	11 54	..	..	..	..	21	**Lancaster**	5 57	10 38	1 20	3 50	5 59	10 0	5 57	5 59	4 0	2 9
7	Southwaite	..	6 54	..	12 5	..	4 17	..	4 17	24	Hest Bank.....	..	10 51	1 32	..	..	..	..	..	4 9	3 3
13	Plumpton	..	7 9	..	12 20	..	..	..	..	27½	Carnforth	..	11 1	1 41	..	..	..	..	..	5 6	3 9
17½	Penrith*	2 25	7 21	..	12 32	1 57	4 44	2 25	4 44	31½	Burton and Holme.	6 20	11 13	1 53	..	6 28	..	6 20	6 28	6 3	4 3
22	Clifton	..	7 35	..	12 45	..	..	..	..	34½	Milnthorpe	6 29	11 22	2 3	..	6 37	..	6 29	6 37	7 0	4 9
29½	Shap	2 55	7 52	..	1 4	..	5 12	2 55	5 12	40	Kendal Junction ..	6 46	11 37	2 18	4 24	6 50	..	6 46	6 50	8 0	5 6
37	Tebay.....	..	8 11	..	1 23	..	5 33	..	5 33	—	**Kendal** ....dep.	6 35	11 10	1 38	..	6 35	..	6 35	6 40	8 6	6 0
41½	Low Gill*	..	8 22	..	1 35	..	5 45	..	5 45	48½	Low Gill*	7 8	12 2	2 42	..	7 12	..	7 8	7 12	9 6	6 9
50	Kendal Junction ..	3 44	8 42	1125	1 57	2 54	6 5	3 44	6 5	53	Tebay.....	7 20	12 15	2 55	..	7 25	..	..	7 25	10 6	7 6
—	**Kendal** ....dep.	..	8 30	1110	1 38	2 40	5 50	..	5 50	60½	Shap	7 40	12 35	3 16	..	7 45	..	7 40	7 45	12 0	8 6
55½	Milnthorpe	3 59	8 57	1138	2 14	..	6 20	3 59	6 20	68	Clifton	..	12 54	3 35	..	..	..	..	..	13 6	9 6
58½	Burton and Holme.	4 8	9	6 1148	2 24	..	6 31	4 8	6 31	72½	Penrith*.....	8 9	1 4	3 46	5 16	8 13	..	8 9	8 13	14 6	10 0
62½	Carnforth	..	9	28 1212	2 46	..	..	..	..	77	Plumpton	..	1 20	4 1	..	..	..	..	..	15 3	10 9
66	Hest Bank.....	..	9	28 1212	2 46	..	..	..	..	83	Southwaite	8 35	1 36	4 17	..	..	..	..	..	16 6	11 6
69	**Lancaster**	4 32	9 38	1222	2 55	3 27	6 58	4 32	6 58	87	Brisco.....	..	1 47	4 28	..	..	..	..	..	17 6	12 0
90	**Preston**..arriva.	5 29	10 35	1 15	3 50	4 5	7 53	5 29	7 53	90	**Carlisle**.....	9 1	2 0	4 40	5 55	9 1	..	9 1	9 1	18 0	12 6

FARES, between Carlisle and Kendal, 10s. 6d., 7s. 3d.; between Carlisle and Lancaster, 14s. 0d., 9s. 9d. Express 17s.

On Saturdays only—From Carlisle to Penrith, at 5 p.m.; from Penrith to Carlisle at 7 40 a.m. Lancaster to Burton at 4 28 p.m.; Burton to Lancaster at 9 6 a.m. On Tuesdays, from Carlisle at 7½ a.m., from Penrith at 3 46 p.m.

* For Coaches in connexion with these Stations see page 99.

Lancaster and Preston Local Trains.

STATIONS.	1, 2, 3 class.	1, 2, 3 class	1, 2, 3 class	1, 2, 3 class
	mrn	mrn	aft	aft
Lancaster .... departure	6 0	7 45	12 10	5 30
Galgate.....	6 10	7 55	12 20	5 40
Bay Horse	6 16	8 1	12 26	5 46
Scorton.....	6 26	8 11	12 35	5 55
Garstang	6 35	8 20	12 44	6 4
Roe Buck	6 42	8 27	12 51	6 11
Broughton	6 50	8 35	12 59	6 20
Preston .....arrival	7 9	8 46	1 10	6 31

STATIONS.	1, 2, 3 class.	1, 2, 3 class	1, 2, 3 class	1, 2, 3 class
	mrn	mrn	aft	aft
Preston.....departure	8 0	9 55	3 45	7 45
Broughton	8 11	10 6	3 55	7 55
Roe Buck	8 19	10 14	4 4	8 4
Garstang	8 26	10 21	4 11	8 11
Scorton	8 35	10 30	4 20	8 20
Bay Horse	8 45	10 40	4 30	8 30
Galgate	8 51	10 46	4 36	8 36
Lancaster..arrival about	9 0	10 55	4 45	8 45

The above are in connexion with trains to and from Blackburn.

On SUNDAYS, **from Lancaster,** at 6 50 a.m. and 6 p.m. **From Preston,** at 8¾ a.m., and 8¼ p.m. Taking first, second, and third class passengers.

FARES, between Lancaster and Preston, first class, 4s., second, 2s. 9d., third, 1s. 8d.

*** Passengers by the 6¼ aft. train from Liverpool, and the 6 25 aft. train from Manchester, may get forward to Lancaster by changing carriages at Preston.

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For Coaches in connexion with these Trains, see page 98.

MANCHESTER, SHEFFIELD, AND LINCOLNSHIRE.

The Earl of Yarborough, Chairman. John Chapman, Dep. Chairman. J. Meadows, Sec., Offices, London Road, Manchester. I. H. Humfrey, ——Haymarket, Sheffield. Alfred Jee, J. Fowler, } Engineers.

Distn	DOWN TRAINS.	1,2,3 class.	1,2,3 class.	Exp. 1 & 2 class.	1,2,3, class.	1&2 clss.	1 & 2 class.	1,2,3 class.		On Sundays. 1,2,3 class.	1,2,3 class.	1,2,3 class.	1,2,3 class.	1,2,3 class.	FARES. 1st clss.	2nd clss.	3rd class.
		morn	morn	morn	morn	aft	aft	aft		morn	morn	aft	aft	aft	s. d.	s. d.	s. d.
	Derby ..... departure	..	..	6 0	9 20	12 30	2 5	4 0	..	..	6 45	..	..	3 45	..	..	..
	Masborough.....	..	..	7 45	11 15	2 15	3 20	5 20	..	..	8 30	..	..	5 16	..	..	..
	Sheffield .. departure	6 45	..	9 0	12 15	3 15	4 30	7 0	..	..	9*30	2 0	..	7 0	..	..	..
2¾	Wadsley Bridge	6 53	..	..	12 23	..	4 38	7 8	..	..	9 38	2 8	..	7 8	0 6	0 4	0 2¾
4¾	Oughty Bridge.....	7 0	..	..	12 30	3 27	4 45	7 15	..	..	9 45	2 15	..	7 15	0 10	0 7	0 4¾
7¾	Deep Car	7 9	..	..	12 39	..	4 54	7 24	..	..	9 54	2 24	..	7 24	1 2	0 10	0 7¾
8¾	Wortley.....	7 14	..	9 20	12 44	3 38	4 59	7 29	..	..	9 59	2 29	..	7 29	1 4	1 0	0 8¾
13¾	Penistone (Thurlstone).....	7 26	..	9 32	12 56	3 50	5 11	7 41	..	..	10 11	2 41	..	7 41	2 4	1 9	1 1
18¾	Dunford Bridge	7 40	..	9 46	1 10	4 4	5 25	7 55	..	..	10 25	..	..	7 55	3 2	2 4	1 6¾
21¾	Woodhead.....	7 49	..	9 55	1 19	4 13	5 34	8 4	..	..	10 34	..	..	8 4	3 8	2 9	1 9¾
29¼	Hadfield.....	8 5	8 45	10 11	1 35	4 29	5 50	8 20	..	7 45	10 50	..	4 30	8 20	4 8	3 6	2 4
29¼	Dinting, for Glossop.....	8 10	8 50	10 16	1 40	4 34	5 55	8 25	..	7 50	10 55	..	4 35	8 25	5 0	3 9	2 5
30	**Glossop**.... departure	8 0	8 40	10 6	1 30	4 24	5 45	8 9	..	7 40	10 45	..	4 25	8 15	5 0	3 9	2 6
31½	Mottram	8 17	8 57	10 23	1 47	4 41	6 2	8 32	..	7 57	11 2	..	4 42	8 32	5 4	4 0	2 7
33¾	Newton, for Hyde	8 24	9 4	10 30	1 54	4 48	6 9	8 39	..	8 4	11 9	..	4 49	8 39	5 8	4 3	2 9
36¼	Guide Bridge (Ashton branch).....	8 32	9 12	10 38	2 2	4 56	6 17	8 47	..	8 12	11 17	..	4 57	8 47	6 2	4 7	3 0
37½	Fairfield.....	8 38	9 18	10 44	2 8	..	6 23	8 53	..	8 18	11 23	..	5 3	8 53	6 4	4 8	3 1½
38½	Gorton	8 43	9 23	..	2 13	..	6 28	8 58	..	8 23	11 28	..	5 8	8 58	6 6	4 10	3 2½
40½	Ardwick.....	8 50	9 30	10 51	2 20	5 7	6 35	9 5	..	8 30	11 35	..	5 15	9 5	6 10	5 1½	3 4
41¼	**Manchester** .... arrival.....	8 54	9 34	10 55	2 24	5 11	6 39	9 9	..	8 34	11 39	..	5 19	9 9	7 0	5 3	3 5
	Liverpool..... arrival.....	10 25	12 5	12 30	4 55	7 40	9 10	..	..	..	..	..	7 10	..	..	..	..

Extra Trains from Sheffield to Penistone and intermediate Stations, at 1¼ p.m. on Mondays. Returns at 6¾ p.m.

MANCHESTER AND STALEYBRIDGE.—Ashton Branch.

	DOWN TRAINS.	* 1	2	3	* 4	5	* 6	7			1	2	3	4	5			FARES. 1 cls	2 cls	3 cls
		morn	morn	morn	aft	aft	aft	aft			morn	morn	aft	aft	aft			s. d.	s. d.	s. d.
	Staleybridge dep	7 45	9 30	11 0	1 30	5 45	6 0	8 0	..	..	7 45	9 45	1 30	5 45	8 0	..	..	..	..	..
1¼	Ashton	7 48	9 33	11 3	1 33	3 48	6 3	8 3	..	..	7 48	9 48	1 33	5 48	8 3	..	..	0 4	0 3	0 1
1¾	Dukinfield.....	7 51	9 36	11 6	1 36	3 51	6 6	8 6	..	..	7 51	9 51	1 36	5 51	8 6	..	..	0 6	0 4	0 1½
2½	Guide Bridge.....	7 55	..	11 10	1 40	3 55	6 10	8 10	..	..	7 55	9 55	1 40	5 55	8 10	..	..	0 6	0 4	0 2
4	Fairfield.....	8 1	..	11 16	1 46	4 1	..	8 16	..	..	8 1	10 1	1 46	6 1	8 16	..	..	0 8	0 6	0 3½
5½	Gorton	8 5	..	11 20	1 50	4 5	..	8 20	..	..	8 5	10 5	1 50	6 5	8 20	..	..	0 10	0 8	0 5
6½	Ardwick.....	8 11	9 46	11 26	1 56	4 11	6 20	8 26	..	..	8 11	10 11	1 56	6 11	8 26	..	..	1 1	0 10½	0 6½
7½	**Manchester** .. arr	8 13	9 48	11 28	1 58	4 13	6 22	8 28	..	..	8 13	10 13	1 58	6 13	8 28	..	..	1 3	1 0	0 7½

Trains marked thus * meet Sheffield trains at Guide Bridge.

C. W. Eborall, Goods Man. **MANCHESTER, SHEFFIELD, & LINCOLNSHIRE.** Lieut. Gretton, R.N. Passenger Sup.

Distance	Up Trains.	Week Days. 1,2,3 class.	1 & 2 class.	1 2 3 class.	Exp. 1 & 2 class.	1 & 2 class.	1,2,3 class.	1,2,3 class.		Sundays. 1,2,3 class.	1,2,3 class.	1,2,3 class.	1,2,3 class.	1,2,3 class.	Fares 1st cls.	2nd cls.	3rd class.
		morn	morn	morn	aft	aft	aft	aft		morn	morn	aft	aft	aft	s. d.	s. d.	s. d.
	Liverpool .... dep	..	9 0	11 45	2 0	4 30	..	6 0		6 45	..	..	..	6 15	..	..	..
	Manchester.. dep	7 45	10 25	1 30	4 0	6 0	7 30	9 15		9 0	2 0	..	6 0	8 45	..	..	..
0¾	Ardwick.....	7 49	10 29	1 34	4 4	6 4	7 34	9 19		9 4	2 4	..	6 4	8 49	..	..	..
2¾	Gorton	7 56	..	1 41	..	..	7 41	9 26		9 11	2 11	..	6 11	8 56	..	..	..
3¾	Fairfield..... [Bdg	8 1	10 37	1 46	..	6 12	7 46	9 31		9 16	2 16	..	6 16	9 1	..	..	..
5	Guide B.(Ash.& Staly	8 7	10 43	1 52	4 15	6 18	7 52	9 37		9 22	2 22	..	6 22	9 7	0 6	0 3½	0 2½
7¾	Newton, for Hyde ..	8 15	10 51	2 0	4 23	6 26	8 0	9 45		9 30	2 30	..	6 30	9 15	0 8	0 5	0 3½
10	Mottram	8 22	10 58	2 7	4 30	6 33	8 7	9 52		9 37	2 37	..	6 37	9 22	0 10	0 7	0 5
12	Dinting	8 29	11 5	2 14	4 37	6 40	8 14	9 59		9 44	2 44	..	6 44	9 29	1 0	0 8	0 5½
13	**Glossop** .... dep.	8 19	10 55	2 4	4 24	6 30	8 9	9 49		9 34	2 34	..	6 34	9 20	1 1	0 8	0 5½
12¾	Hadfield.....	8 34	11 10	2 19	4 42	6 45	8 19	10 4		9 49	2 49	..	6 49	9 34	..	2 2	1 8	1 0½
19	Woodhead.....	8 50	11 26	2 35	4 58	7 1	8 35	..		10 5	..	..	7 5	..	..	3 4	2 6	1 7
22½	Dunford Bridge	8 59	11 35	2 44	5 7	7 10	8 44	..		10 14	..	..	7 14	..	..	3 8	2 10	1 10½
28	Penistone (Thurlstne)	9 13	11 49	2 58	5 21	7 24	8 58	..		10 28	..	5 0	7 28	..	..	4 8	3 6	2 4
32½	Wortley.....	9 25	12 1	3 10	5 33	7 36	9 10	..		10 40	..	5 12	7 40	..	..	5 6	4 2	2 8½
33½	Deep Car	9 30	..	3 15	..	7 41	9 15	..		10 45	..	5 17	7 45	..	..	5 8	4 3	2 9½
36½	Oughty Bridge.....	9 39	..	3 24	..	7 50	9 24	..		10 54	..	5 26	7 54	..	..	6 2	4 8	3 0½
38¾	Wadsley Bridge	9 46	..	3 31	..	7 57	9 31	..		11 1	..	5 33	8 1	..	..	6 6	4 11	3 2½
41¼	**Sheffield** .. arrival	9 54	12 22	3 39	5 53	8 5	9 39	..		11 9	..	5 41	8 9	..	..	7 0	5 3	3 5
	Masborough.... arr.	11 50	1 20	5 50	..	9 12	..	..		..	..	..	9 12	..	..	..	..	..
	Derby..... „	1 40	2 45	8 0	..	10 50	..	..		..	..	..	10 50	..	..	..	..	..

MANCHESTER AND STALEYBRIDGE.—Ashton Branch.

Distnc	Up Trains.	1	2	3	4	5	6	7		SUNDAYS. 1	2	3	4	5	FARES. 1st clss.	2nd class.	3rd class.
		morn	morn	aft	aft	aft	aft	aft		morn	morn	aft	aft	aft	s. d.	s. d.	s. d.
—	**Manchester**	8 45	10 0	12 45	2 45	5 0	7 0	8 45	..	8 45	10 45	2 30	6 45	9 0	..	..	..
0¾	Ardwick.....	8 48	10 3	12 48	2 48	5 3	7 3	8 48	..	8 48	10 48	2 33	6 48	9 3	..	..	..
2¾	Gorton	8 52	10 7	12 52	2 52	5 7	..	8 52	..	8 52	10 52	2 37	6 52	9 7	0 6	0 5	0 2¾
3¾	Fairfield.....	8 56	..	12 56	2 56	5 11	..	8 56	..	8 56	10 56	2 41	6 56	9 11	0 8	0 6	0 3¾
5	Guide Bridge	9 4	10 16	1 4	3 4	5 19	7 14	9 4	..	9 4	11 4	2 49	7 4	9 19	0 10	0 8	0 5
5½	Dukinfield.....	9 7	10 19	1 7	3 7	5 22	7 17	9 7	..	9 7	11 7	2 52	7 7	9 22	1 0	0 9	0 5½
6¼	Ashton	9 10	10 22	1 10	3 10	5 25	7 20	9 10	..	9 10	11 10	2 55	7 10	9 25	1 0	0 9	0 6
7½	**Staleybridge**....	9 14	10 26	1 14	3 14	5 29	7 24	9 14	..	9 14	11 14	2 59	7 14	9 29	1 3	1 0	0 7½

First, second, and third, class by all the Branch trains. EXTRA TRAIN from Manchester to Staley Bridge, at 10½ p.m. on Saturdays.

Secretary. Edwd. Kenway, Cardiff.

TAFF VALE AND ABERDARE.

Engineer. E. Highton.

Mls.	Down Trains.	mixd	mail. n mixd	mixd		Sundays. Mixed	Sundays. Mixed	Fares. frm Merthyr		Fares. 1 class	Fares. 2 class
		morn	aft	aft		morn	aft				
—	**Merthyr**	9 20	1 25	5 30	..	9 20	4 30	s. d.	s. d.		
2½	Troedyrhiew....	9 28	1 33	5 38	..	9 28	4 38	0 6	0 4		
7½	Top of Incline ..	9 45	1 50	5 55	..	9 45	4 55	1 6	1 0		
16½	Mill-street..dep.	9 5	1 10	5 15	..	9 5	4 15	..	..		
15½	Aberdare	9 15	1 20	5 25	..	9 15	4 25	2 0	1 6		
12	Mountain Ash ..	9 31	1 36	5 41	..	9 31	4 41	2 6	1 8		
8	Navigation H. ar.	9 45	1 50	5 55	..	9 45	4 55	1 6	1 0		
—	Navigation H. dp	9 55	2 0	6 5	..	9 55	5 5	..	..		
11½	Newbridge.....	10 6	2 11	6 17	..	10 7	5 17	2 0	1 6		
12½	Treforest	10 11	2 16	6 23	..	10 13	5 23	2 0	1 6		
16½	Taff's Well	10 23	2 28	6 36	..	10 26	5 36	2 9	2 0		
18	Pentyrch	10 29	2 34	6 43	..	10 33	5 43	3 0	2 4		
20½	Llandaff.....	10 36	2 41	6 51	..	10 41	5 51	3 6	2 8		
23½	**Cardiff**	10 45	2 50	7 0	..	10 50	6 0	4 6	3 0		
24½	**Cardiff Dk.** ar.	10 55	3 0	7 10	..	11 0	6 10	..	..		

Up Trains.	mail. mixd	mixd	mixd		Sundays. Mail. mixd	Sundays. Mixd	Fares. Frm Cardiff. 1 class	Fares. 2 class
	morn	aft	aft		morn	aft		
Cardiff Dock.	8 50	12 50	4 50	..	8 50	3 50	s. d.	s. d.
Cardiff	9 0	1 9	5 0	..	9 0	4 0	..	..
Landaff	9 9	1 10	5 10	..	9 9	4 10	0 8	0 4
Pentyrch	9 15	1 17	5 18	..	9 15	4 18	1 0	0 8
Taff's Well	9 21	1 23	5 25	..	9 21	4 25	1 3	1 0
Treforest	9 32	1 35	5 38	..	9 32	4 38	2 0	1 6
Newbridge.....	9 37	1 41	5 45	..	9 37	4 45	2 0	1 6
Navigation H. ar.	9 45	1 50	5 55	..	9 45	4 55	2 8	2 0
Navigation H. dp.	9 55	2 0	6 5	..	9 55	5 5	..	..
Mountain Ash ..	10 10	2 15	6 20	..	10 10	5 20	3 8	2 8
Aberdare	10 25	2 30	6 35	..	10 25	5 35	4 0	3 0
Mill-street .. arr.	10 35	2 40	6 45	..	10 35	5 45	..	..
Top of Incline ..	9 55	2 0	6 5	..	9 55	5 5	2 8	2 0
Troedyrhiew....	10 13	2 18	6 23	..	10 13	5 23	3 6	2 9
Merthyr.. arr.	10 20	2 25	6 30	..	10 20	5 30	4 0	3 0

1st, 2nd & 3rd class passengers by all the trains, ON SUNDAYS, to & fro tickets will be issued at all the stations at one half the usual fares.

MANCHESTER, SHEFFIELD, and LINCOLNSHIRE, and EAST LINCOLNSHIRE.

DOWN. Louth to Hull.	1 2 3 class.	1 & 2 class.	1 & 2 class. Exp.	1&2 clss.	1&2 clss. *	Sunday 1 2 3	Sunday 1&2 clss.	Fares. 1st clss.	Fares. 2nd clss.	Fares. 3rd class.
	chp.					chp.				
	mrn	morn	morn	aft	aft	morn	aft	s. d.	s. d.	s. d.
Louth ..dep.	7 15	8 45	11 15	3 45	7 0	8 15	6 0	..	..	..
Ludborough ..	7 27	8 57	..	3 57	7 12	8 27	6 12	1 0	0 9	0 5
North Thoresby	7 33	9 3	..	4 3	7 18	8 33	6 18	1 6	1 0	0 7
Holton-le-Clay .	7 39	9 9	..	4 9	7 24	8 39	6 24	1 6	1 2	0 9
Waltham	7 45	9 15	..	4 15	7 30	8 45	6 30	2 0	1 6	0 11
Gt. Grimsby	7 53	9 23	11 46	4 23	7 38	8 53	6 38	2 6	1 9	1 2
Great Coates ..	7 59	9 29	..	4 29	7 44	8 59	6 44	3 0	2 1	1 4
Stallingborough	8 5	9 35	..	4 35	7 50	9 5	6 50	3 3	2 3	1 6
Habrough	8 15	9 45	..	4 45	8 0	9 15	7 0	3 9	2 9	1 9
Ulceby	8 21	9 51	..	4 51	8 6	9 21	7 6	4 0	3 0	1 10½
Thornton Curtis	8 27	9 57	..	4 57	8 12	9 27	7 12	4 3	3 2	0½
Goxhill.....	8 33	10 3	..	5 3	8 18	9 33	7 18	4 9	3 6	2½
New Hollnd	8 37	10 7	12 20	5 7	8 22	9 37	7 22	5 0	3 6	2 5
Hull.....arr.	9 9	10 35	12 50	5 35	8 52	10 7	7 52	5 6	3 10	2 9

UP. Hull to Louth.	1 2 3 class.	1 & 2 class.	1&2 clss.	1 2 class. *	Sunday 1 2 3	Sunday 1 2 *	Fares. 1st clss.	Fares. 2nd clss.	Fares. 3rd class.
	chp.	Exp.			chp.				
	morn	morn	aft	aft	morn	aft	s. d.	s. d.	s. d.
Hull.....dep.	8 15	10 30	12 45	3 15	6 30	8 15	5 30	..	..	..
New Hollnd.	8 45	11 0	1 15	3 45	7 0	8 45	6 0	0 6	0 5	0 4
Goxhill	8 51	..	1 21	3 51	7 6	8 51	6 6	0 11	0 8	0 7
Thornton Curtis .	8 57	..	1 27	3 57	7 12	8 57	6 12	1 4	0 11	0 9
Ulceby	9 3	..	1 33	4 3	7 18	9 3	6 18	1 6	1 0	0 11
Habrough	9 9	..	1 39	4 9	7 24	9 9	6 24	1 10	1 4	1 2
Stallingborough .	9 19	..	1 49	4 19	7 34	9 19	6 34	2 4	1 8	1 4
Great Coates....	9 25	..	1 55	4 25	7 40	9 25	6 40	2 9	1 10	1 6
Gt. Grimsby	9 31	11 34	2 1	4 31	7 46	9 31	6 46	3 0	2 1	1 9
Waltham	9 39	..	2 9	4 39	7 54	9 39	6 54	3 9	2 7	1 10½
Holton-le-Clay..	9 45	..	2 15	4 45	8 0	9 45	7 0	4 0	2 10	2 0½
North Thoresby.	9 51	..	2 21	4 51	8 6	9 51	7 6	4 6	3 1	2 2½
Ludborough	9 57	..	2 27	4 57	8 12	9 57	7 12	4 6	3 3	2 5
Louth ....arr.	10 7	12 5	2 37	5 7	8 22	10 7	7 22	5 6	3 10	2 9

Coaches leave Louth as follow:—7 a.m. for Spilsby, Boston, Spalding, Crowland, and Peterborough; arriving in time for the mai, train for London at 3½ p.m. 9 a.m. for Horncastle, Wragby, and Lincoln; arriving in time for the train to Nottingham. Derby, and London at 2 p.m. 2¾ p.m. mail for Horncastle & Boston, arriving 7 p.m. 4 p.m. mail for Wragby and Lincoln, arriving in time for the mail train at 8 p.m. to Nottingham, Derby, and London. * 1, 2, 3 class between Grimsby and Hull

At Grimsby an omnibus running to and from the Lock and Docks, will ply in connexion with every train.

Extra—Louth to Grimsby, 6½ a.m. on Week days; Grimsby to Hull 3¾ p.m. on Sundays. Grimsby to Louth 7¾ a.m. on Week days Hull to Grimsby 2 p.m. on Sundays.

A further opening of the line from Leith to Firsby about the 4th instant, will render changes necessary in the above Trains and Coaches.

FLEETWOOD, BLACKPOOL, LYTHAM, AND PRESTON.—Preston and Wyre.—20 Miles.

H. Blackmore, Supt.

R. Wright, Manager, Fleetwood.

Up Trains from Fleetwd, Blackpool, and Lytham to Preston.	Week Days. 1&2 exp.	1st. Exp	1,2,3 clss.	1,2,3 class.	1 & 2 Exp.	1,2,3 clss.	1,2,3 clss.	Sundays. 1 2 3 clss.	1,2,3 clss	1 2 3 clss.	Fares. 1st cls.	Fares. 2nd cls.	Fares. 3rd cls.
	mrn	mrn	mrn	aft	aft	aft	aft	mrn	aft	aft	s. d.	s. d.	s. d.
Fltwd. dep.	7 50	9 30	10 0	12 20	3 10	5 45	7 0	9 0	5 0	7 0	..	..	..
Blackpool	7 50	9 30	10 0	12 20	3 10	5 45	7 0	9 0	5 0	7 0	1 5	1 0	0 8
Lytham....	8 0	9 40	1010	12 30	3 25	5 55	7 10	9 10	5 10	7 10	2 7	1 11	1 3
Moss-side.....	8 6	..	1016	12 36	..	6 1	7 16	9 16	5 16	7 16	2 3	1 8	1 1
Wray Green..	8 10	..	1020	12 40	..	6 5	7 20	9 20	5 20	7 20	2 0	1 6	0 11
Poulton	8 5	9 45	1015	12 35	3 25	6 0	7 15	9 15	5 15	7 15	0 10	0 7	0 5
Kirkham	8 20	9 55	10 32	12 53	3 40	6 18	7 32	9 35	5 33	7 32	2 0	1 6	0 11
Salwick	8 28	..	10 41	1 1	..	6 27	7 44	9 40	5 40	7 44	2 6	1 10	1 2
Lea Road	8 35	..	10 47	1 7	..	6 32	7 50	9 50	5 45	7 50	2 10	2 2	1 4
Preston arr.	8 45	1010	10 55	1 15	4 0	6 40	8 0	10 0	5 55	8 0	3 4	2 6	1 7
Bolton „	9 35	1052	12 0	2 30	4 56	7 45	9 15	..	7 15	9 25	..	..	..
M'chstr. „	9 55	1110	12 30	3 0	5 15	8 10	9 40	..	8 0	1010	..	..	..
L'pool ..	10 30	1230	..	3 15	5 46	9 10	10 0	..	8 15	10 0	..	..	..
B'mnghm,,	..	3 20	..	..	7 45	1 10	1 0	..	1 0	1 0	..	..	..
London „	..	7 30	..	..	10 30	4 45	4 45	..	4 45	4 45	..	..	..

Down Trns from Preston to Blackpool, Lytham, & Fleetwood	Week Days. 1&2 clss.	1,2,3 clss.	1 & 2 class.	1,2,3 clss.	1&2 clss.	1, 2 Exp		1&2 exp.
	aft	mrn	morn	mrn	mrn	mrn	aft	mrn
London dep.	8 45	..	..	..	6 15	9 0	..	10 0
B'mnghm,,	12 30	..	..	..	10 0	1210	..	1 0
L'pool .. „	..	7 45	9 15	1040	..	1 35	3 25	3 25
M'chstr. „	..	8 0	9 30	11 0	2 *0 2	20	3 30	5 0
Bolton „	..	8 35	10 0	1130	2 18	3 43	3 55	5 20
Preston „	7 15	9 45	10 50	1235	3 0	3 40	4 6	6 10
Lea Road arr.	7 22	9 54	..	1244	..	3 49	5 9	..
Salwick	7 28	10 0	..	1250	..	3 55	5 15	..
Kirkham	7 35	10 10	11 10	1 0	3 15	4 5	5 25	6 25
Wray Green ..	7 41	10 16	..	1 6	..	4 11	5 31	..
Moss-side	7 45	10 20	..	1 10	..	4 16	5 35	..
Lytham ..	7 55	10 56	11 30	1 20	3..	4 25	5 45	6 45
Poulton	7 55	10 30	11 22	1 20	3 0	4 25	5 45	6 40
Blkpool arr.	8 10	10 45	11 35	1 35	3 40	4 40	6 10	7 0
Fltwood „	8 10	10 45	11 40	1 35	3 40	4 40	6 10	7 0

* Express from Manchester to Preston only.—On Sundays, Preston to Lytham, Blackpool, and Fleetwood, at 7¼ and 9¼ a.m., and 2 p.m. **Additional.**—FLEETWOOD to BLACKPOOL and LYTHAM, at 9½ and 10 a.m.; 12 20, 3 10, 5 45, & 7 p.m.; to Blackpool only at 7½, 9 35, and 11 a.m.; 4 and 6½ p.m. On Sundays, at 9 a.m., 5 & 7 p.m. LYTHAM to BLACKPOOL and FLEETWOOD, at 7, 9 40, and 10 10 a.m., 12 30, 3 25, & 5 55 p.m. Sundays at 9 10 a.m., & 2 p.m. BLACKPOOL to FLEETWOOD & LYTHAM, at 7 50, 9½, & 10 a.m., 12 20 3 10, 5¾, and 7 p.m.; to Fleetwood only, 8½ and 10 10 a.m.; 12¼, 5 50, and 7¾ p.m. Sundays, 9 a.m.; 5 & 7 p.m.; to Fleetwood 2½ p.m.

NORTH STAFFORDSHIRE.

Mls	Stations.	† 1 & 2	1, 2, 3 chp.	1&2	1 2 3 chp.	Exp.	Sunday. 1 2 3	Sunday. 1 & 2	Sunday. 1, 2, 3
		morn	morn	aft	aft	aft	mrn	aft	aft
	Stoke....departure	7 45	9 30	1 10	4 15	6 0	7 45	1 15	6 15
3	Trentham	7 52	9 38	1 18	4 25	..	7 52	1 23	6 23
7¼	Stone	8 2	9 50	1 30	4 40	6 15	8 5	1 35	6 25
10½	**Norton Bdge.** arr	8 10	10 0	1 40	4 50	6 25	8 15	1 45	6 45
16½	Stafford	8 43	10 25	2 8	..	6 40	8 30	2 8	..
45¾	Birmingham.....	9 55	12 10	3 20	..	7 45	9 55	3 20	..
149	London	1 0	7 0	7 30	..	10 30	1 15	..	..
73½	Liverpool	11 20	..	4 25	8 30	10 30	..	4 45	..
60¾	Manchester	10 40	..	4 30	8 25	10 0	..	4 30	..

Stations.	‡ 1&2	1,2,3 chp.	1 & 2	1 2 3 chp.	* 1 2 3	Exp.	Sundays 1,2,3	Sundays 1, 2,	Sundays 1,2,3
	mrn	morn	mrn	mrn	mrn	aft	mrn	mrn	mrn
London .....dep.	..	..	8 30	6 45	11 0	5 0	..	10 0	7 0
Birmingham.. „	6 30	..	12 15	3 0	4 30	7 25	..	1 0	3 0
Stafford ..... „	7 55	..	1 30	4 40	5 35	8 35	8 50	2 12	4 30
Liverpool .... „	6 30	6 0	11 15	..	..	5 0	..	11 15	..
Manchester .. „	6 45	7 0	11 40	..	..	5 25	..	11 15	..
Nortn. Bdg. dep	8 35	10 10	2 30	5 50	5 50	8 45	9 5	2 30	7 0
Stone	8 43	10 20	2 38	5 58	5 58	8 55	9 13	2 38	7 15
Trentham	8 55	10 27	2 50	6 10	6 10	..	9 25	2 50	7 25
Stoke ....arrival	9 3	10 45	2 55	6 18	6 18	9 10	9 30	2 55	7 35

Fares.—Stoke to Stone, 1s. 6d., 1s. 7d. ; 1s. 9d. Express. To Norton Bridge, 2s., 1s. 6d., 10½d.; 2s. 6d. Express. Third Class to all the Sunday Trains between Stoke and Norton Bridge.

† 1st class only South of Norton Bridge. • 1st and 2nd class from London. ‡ 1st class only from Liverpool and Manchester.

Stoke to Uttoxeter—9 40 morn, 3 10 and 6½ aft. Sundays 9 40 morn, 3 10 and 7 40 aft. **Uttoxeter to Stoke**—8 and 12 morn, and 5 aft. Sundays, 8¼ morn, 1½ and 6 aft. **Fares**—first class, 3s.; second, 2s. 3d.; third, 1s. 4½d.

MANCHESTER, BURY, and BLACKBURN, to PRESTON.—East Lancashire.

J. Smithells, Sec. — R. Hacking, Manager.

Mls.	Down from Manchester.	Week Days.														Sundays.						Fares from Manchester.		
		1, 2, 3 class	1, 2, 3 Prlm	1 & 2 class	1, 2, 3 class	1, 2, 3 class	1, 2, 3 class	1, 2, 3 class	1, 2, 3 class	1, 2, 3 class	1, 2, 3 class	1 & 2 Exp.	1, 2, 3 class	1, 2, 3 class	1, 2, 3 clas.	Prlm mixd	mixed	mixd	mixd	mixd	mixd	1 cls.	2 cls.	3 cls.
		mrn	mrn	morn	morn	morn	noon	aft.	aft.	aft.	aft.	aft.	aft.	aft.	aft.	mrn	morn	aft.	aft.	aft.	aft.	s. d.	s. d.	s. d.
	Liverpool.. arr	..	7 4	8 50	9 25	9½,10	..	1240	2 20	..	3 10	4 40	5 40	..	7 55	7 45	..	..	..	7 55	..	..	..	..
	Victoria Stat	..	..	9 0	..	10 45	..	1 30	..	..	3 35	4 45	5 50	..	..	..	..	..	..	..	..	..	..	..
	Salford Stat	..	7 30	..	9 45	..	12 0	..	2 25	..	..	..	..	6 50	8 15	7 20	9 30	1 45	5 30	7 0	8 30	..	..	..
4	Clifton Junction..	..	7 38	..	..	..	..	..	2 33	..	..	..	..	6 58	..	7 28	9 45	..	5 40	7 10	8 40	..	..	..
6¼	Ringley Road	..	7 43	9 10	10 0	10 56	1213	1 41	2 38	..	..	..	6 27	3 8	28	7 35	9 45	2 0	5 48	7 18	8 45	1 0	0 9	0 6
7½	Radcliffe Bridge ..	..	7 47	9 14	10 3	11 0	1217	1 45	2 42	..	3 52	..	6 6	7 7	8 32	7 39	9 50	2 5	5 52	7 22	8 50	1 3	0 10	0 7
8¼	Withins Lane ..	..	7 50	..	10 6	..	1221	..	2 46	..	..	..	6 10	7 11	8 36	7 43	9 53	2 8	5 55	7 25	8 55	1 6	1 0	0 9
10	**Bury**	..	7 55	9 20	10 10	11 10	1225	1 55	2 50	..	4 0	5 3	6 15	7 15	8 40	7 50	10 0	2 15	6 0	7 30	9 0	1 6	1 0	0 9
12½	Summerseat	..	8 0	..	..	..	..	2 0	..	..	4 5	..	6 20	..	8 45	7 55	10 8	2 23	6 5	7 35	9 8	2 0	1 6	1 0
14	Ramsbottom ...	..	8 5	9 30	..	11 20	..	2 5	..	..	4 10	5 8	6 25	..	8 50	8 0	10 13	2 28	6 10	7 40	9 13	2 4	1 9	1 2
16	Helmshore	..	8 15	..	..	..	..	2 15	..	..	..	..	6 35	..	8 57	8 10	10 23	2 38	6 20	7 50	9 23	..	..	..
18	Haslingden	..	8 20	9 40	..	11 35	..	2 20	..	..	4 28	..	6 42	..	9 3	8 15	10 28	2 43	6 25	7 55	9 28	..	..	..
20	Baxenden	..	8 25	..	..	..	..	2 25	..	..	..	..	6 50	..	9 9	8 20	10 32	2 48	6 30	8 0	9 33	..	..	..
22	**Accrington** ..	6 15	8 30	9 50	..	11 45	..	2 35	..	3 25	4 39	5 33	7 0	..	9 16	8 25	10 37	2 53	6 35	8 5	9 40	..	..	..
23	Church.....	6 18	8 35	..	..	..	..	2 40	..	3 28	..	..	7 5	..	9 21	8 30	10 42	..	6 40	8 10	..	..	..	..
25½	Rishton	6 23	8 40	..	..	..	..	2 45	..	3 33	..	..	7 10	..	..	8 35	10 47	..	6 45	8 15	..	..	..	..
27½	**Blackburn** ..	6 30	8 45	10 5	..	11 55	..	2 50	..	3 40	4 49	5 43	7 15	..	9 30	8 40	10 52	..	6 50	8 20	..	..	..	..
29½	Cherry Tree.....	6 33	8 48	..	..	..	..	2 53	..	3 43	..	..	7 18	..	..	8 45	..	..	6 55	8 25	..	..	..	..
30½	Pleasington.....	6 35	8 50	..	..	12 0	..	2 55	..	3 45	..	..	7 20	..	..	8 48	..	..	6 58	8 28	..	..	..	..
31½	Hoghton Tower..	..	8 52	..	..	..	..	2 58	..	3 48	..	..	7 23	..	..	8 52	..	..	7 2	8 32	..	..	..	..
32½	Hoghton	6 40	8 55	10 14	..	12 5	..	3 0	..	3 50	..	..	7 25	..	..	8 55	..	..	7 5	8 35	..	..	..	..
35½	Bamber Bridge ..	6 45	9 0	..	..	12 10	..	3 8	..	3 55	..	..	7 30	..	..	9 2	..	..	7 13	8 43	..	..	..	..
37½	Farington	6 55	9 8	10 25	..	12 15	..	3 13	..	4 0	5 9	..	7 35	..	..	9 7	..	..	7 18	8 48	..	..	..	..
39¾	**Preston**	7 0	9 15	10 30	..	12 20	..	3 20	..	4 10	5 14	6	3 7 40	..	..	9 12	..	..	7 25	8 55	..	..	..	..

Extra.—From Manchester (Salford Station) to Bury, at 9¼ aft. and 12 night on week days. From Accrington to Preston, on Sundays, at 6 25 morn. and 1 10 aft.

Mls.	Up from Preston.	Week Days.														Sundays.						Fares.		
		1,2,3 clas.	1,2,3 class	1,2,3 class	1 & 2 Exp.	1 & 2 class	1, 2, 3 class	1,2,3 class	1,2,3 class	1,2,3 class	1,2,3 class	1 & 2 class	1,2,3 class	1, 2, 3 class	1, 2, 3 Prlm	mixd	mixed	mixd	mixd	mixd	Prlm mixd	1 cls.	2 cls.	3 cls.
		mrn	mrn	mrn	mrn	mrn	morn	morn	aft.	aft.	aft.	aft.	aft.	aft.	aft.	mrn	morn	aft.	aft.	aft.	aft.	s. d.	s. d.	s. d.
	Preston	..	..	7 0	..	9 0	..	11 0	..	1 35	..	4 15	5 30	6 50	8 15	7 30	..	..	..	6 10	8 5	..	..	..
2½	Farington	..	..	7 5	..	9 5	..	11 5	..	1 40	..	4 20	5 37	6 58	8 23	7 35	..	..	..	6 18	8 13	..	..	..
4½	Bamber Bridge ..	..	..	7 10	..	9 10	..	..	..	1 45	..	4 25	5 45	7 4	8 29	7 40	..	..	..	6 23	8 18	..	..	..
7½	Hoghton	..	..	7 20	..	9 15	..	11 18	..	1 55	..	4 30	5 50	7 12	8 38	7 45	..	..	..	6 30	8 28	..	..	..
8½	Hoghton Tower..	..	..	7 23	..	..	..	..	..	1 58	..	..	5 52	..	8 42	7 47	..	..	..	6 34	8 32	..	..	..
9½	Pleasington.....	..	..	7 25	..	..	..	11 25	..	2 2	..	4 35	5 55	7 18	8 46	7 50	..	..	..	6 38	8 34	..	..	..
10½	Cherry Tree.....	..	..	7 27	..	..	..	11 27	..	2 5	..	..	5 57	7 22	8 50	7 55	..	..	..	6 42	8 38	..	..	..
12½	**Blackburn** ..	..	..	7 32	8 40	9 25	..	11 30	..	2 10	..	4 43	6 0	7 26	8 55	8 0	..	1 10	..	6 45	8 42	..	..	..
		1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**	**17**	**18**	**19**	**20**	**21**	**22**	**23**

		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
		mrn	mrn	mrn	morn	mrn	morn	morn	aft.	aft.	aft.	aft.	aft.	aft.	aft.	mrn	morn	aft.	aft.	aft.	aft.	s. d.	s. d.	s. d.
14¼	Rishton	..	..	7 37	..	..	..	..	..	2 15	..	..	6 5	..	9 0	8 5	..	1 15	..	6 50	8 45	..	..	..
16½	Church.....	..	..	7 43	..	9 32	..	11 40	..	2 20	..	4 50	6 10	7 30	9 5	8 10	..	1 20	..	6 55	8 50	..	..	..
17⅔	**Accrington** ..	..	..	7 50	8 50	9 35	..	11 45	..	2 26	..	4 55	6 15	7 40	9 10	8 15	9 0	1 25	5 0	7 0	8 55	..	..	..
19⅔	Baxenden	..	..	7 58	..	..	..	11 52	..	2 32	..	..	..	..	9 17	8 23	9 8	1 38	5 8	7 8	9 0	..	..	..
21⅓	Haslingden	..	..	8 5	..	9 45	..	11 58	..	2 37	..	5 5	..	7 50	9 22	8 30	9 16	1 45	5 15	7 15	9 5	..	..	..
23⅔	Helmshore	..	..	8 10	..	..	..	12 4	..	2 42	..	5 10	1, 2, 3 class	7 55	9 28	8 35	9 25	1 50	5 20	7 20	9 15	..	..	..
25½	Ramsbottom	..	..	8 20	9 13	10 0	..	12 11	..	2 52	..	5 20	8	8 10	9 43	8 45	9 35	2 0	5 30	7 30	9 25	..	..	..
27½	Summerseat	..	..	8 25	..	10 5	..	12 16	..	2 58	..	5 25	aft.	8 10	9 48	8 50	9 40	2 5	5 35	7 35	9 30	..	..	..
29½	**Bury**	6 15	7 30	8 30	9 22	1010	11 10	12 20	1 30	3 5	4 20	5 30	6 20	8 15	9 48	8 55	9 45	2 10	5 40	7 40	9 35	..	..	..
31½	Withins Lane....	6 19	7 34	..	..	1013	..	..	1 34	..	4 24	..	6 24	..	9 52	8 59	9 49	2 14	5 44	7 44	9 39	..	..	..
32½	Radcliffe Bridge..	6 25	7 38	8 35	..	1016	11 18	12 28	1 38	3 12	4 28	5 38	6 28	8 23	9 56	9 4	9 53	2 18	5 48	7 49	9 45	..	..	..
33½	Ringley Road	6 30	7 42	8 40	..	1019	11 22	12 32	1 42	3 16	4 32	..	6 32	..	10 0	9 8	9 56	2 22	5 52	7 52	9 49	..	..	..
35¾	Clifton Junction..	..	..	8 46	..	..	11 29	..	..	..	..	..	..	..	10 7	9 16	10 5	2 30	6 0	8 0	9 55	..	..	..
	Salford Statn.	6 50	7 57	..	..	..	11 37	..	..	..	..	4 45	..	6 45	8 40	1015	9 25	10 15	2 40	6 10	8 10	10 5	..	..
39¾	**Victoria Stat.**	..	..	8 54	9 40	1030	..	12 47	1 55	3 30	..	6 0	..	..	..	..	..	..	..	..	..	..	..	..
	Liverpool dep.	7 30	..	9 15	10 0	1050	12 30	1 45	3 0	5 0	5 30	6 30	7 25	..	..	..	..	..	..	..	..	..	..	..

Extra.—From Bury to Manchester, at 7 20 aft., and from Preston to Accrington at 9 5 aft., on week days. From Preston to Accrington, on Sundays, at 1½ and 9 aft.

Coaches leave Clitheroe in time to join the 7 morn. and 4¼ aft. trains from Preston to Accrington, and Accrington for Clitheroe in connexion with the trains from Manchester, at 9 morn. and 4¾ aft.

ROSSENDALE BRANCH.—East Lancashire.

Stations.	Week Days.												Stations.	Week Days.											
	1 2 3 class.	1 & 2 class Exp.	1 & 2 class	1 2 3 class	1 2 3 class	1 & 2 class	1 2 3 class	1 2 3 class						1 2 3 class	1 & 2 class	1 & 2 class	1 2 3 class.	1 2 3 class	1 & 2 class	1 2 3 class	1 2 3 class.			
	morn	morn	morn	morn	aft	aft	aft	aft						morn	morn	morn	morn	aft	aft	aft	aft			
Lancaster.....	6 0	..	7 45	9 45	12 10	3 27	5 30	7 4					**Newchurch**	7 45	8 53	..	11 51	2 32	5 0	7 45	9 22			
Fleetwood	..	..	7 50	10 0	12 20	3 10	5 45	7 0					Rawtenstall	7 50	8 58	9 45	11 56	2 37	5 5	7 50	9 26			
Blackpool	..	..	7 50	10 0	12 20	3 10	5 45	7 0					Ewood Bridge.....	7 55	9 3	9 50	12 1	2 42	5 10	7 35	9 30			
Preston	7 0	..	9 0	11 0	1 35	4 15	5 30	8 15					Stubbins	8 0	9 8	9 55	12 6	2 47	5 15	8 0	9 34			
Blackburn	7 32	8 40	9 25	11 30	2 10	4 43	6 0	8 55					Ramsbottom.....	8 5	9 13	10 0	12 11	2 52	5 20	8 5	9 38			
Accrington.....	7 50	8 50	9 35	11 45	2 26	4 55	6 15	9 10					Bury	8 30	9 22	10 10	12 20	3 5	5 30	8 15	9 48			
Manchester	7 30	9 0	10 45	1 30	3 35	5 50	8 15	..					**Manchester**	8 54	9 40	10 30	12 47	3 30	6 0	8 40	10 5			
Bury.....	7 55	9 20	11 10	1 55	4 0	6 15	8 40	..					Accrington	8 30	9 50	11 45	2 35	..	5 33	9 16	..			
Ramsbottom	8 20	9 30	11 20	2 5	4 10	6 25	8 50	9 28					Blackburn.....	8 45	10 5	11 55	2 50	..	5 43	9 30	..			
Stubbins	8 25	9 34	11 25	2 10	4 15	6 30	8 55	9 33					**Preston**.....	9 15	10 30	12 20	3 20	..	6 3	..	..			
Ewood Bridge	8 30	9 38	11 30	2 15	4 20	6 35	9 0	9 38					Blackpool	10 45	11 35	1 35	4 40	..	7 0	..	..			
Rawtenstall	8 35	9 42	11 35	2 20	4 25	6 40	9 5	9 43					Fleetwood.....	10 45	11 40	1 35	4 40	..	7 0	..	..			
Newchurch.....	8 40	..	11 40	2 25	4 30	6 45	9 10	9 50					**Lancaster**	10 40	..	1 30	4 45	..	8 45	..	..			

Sunday Trains.—From Manchester to Newchurch at 7 20 and 9½ morn, 1¾, 5½, 7 and 8½ aft. From Bury to Newchurch at 7 50 and 10 morn, 2¼, 6, 7½ and 9 aft. From Newchurch to Bury and Manchester at 7 40 and 9 15 morn, 1 40, 5 10, 7 10 and 9 5 aft.

Treas. Peter Eckersley, Hunt's Bank.

MANCHESTER & LEEDS.—Lancashire & Yorkshire. Sec., J. Heron.

Mls	Manchester to Leeds.	Chp 1 2 3	Chp 1 2 3	Exp 1 cls	1 & 2 Class	Mail. 1 2	Chp. 1 2 3	Exp 1 2	Chp 1 2 3	1 2 clss.	Exp 1 2	Chp 1 2 3	1 & 2 Class	1 & 2 Class
	Departs from	mrn	mrn	mrn	morn	morn	morn	aft	aft	aft	aft	aft	aft	aft
	Liverpool ..	..	..	..	6 45	9 † 0	..	11†45	..	1 25	2 45	4‡30	..	7 45
	Manchester	6 15	8 45	9 0	10 15	11 0	1 0	2 15	3 30	5 0	6 0	7 30	10 0	
1	Miles Platting..	6 21	..	9 6	10 21	11 6	..	2 21	3 36	..	6 6	7 36	..	
6	Ashton	..	..	8 20	10 0	..	..	1 5	3 5	..	5 5	7 15	..	
	Stalybridge	..	..	8 15	9 55	..	..	1 0	3 0	..	5 0	7 10	..	
5	Middleton	6 35	..	9 18	10 32	11 20	..	2 35	3 50	..	6 22	7 48	..	
7	Oldham ..dep.	6 15	..	9 0	10 15	10 15	..	1 45	3 30	..	6 0	7 30	..	
9	Blue Pits.....	6 51	..	9 27	10 40	11 35	1 18	2 50	3 55	..	6 35	7 55	..	
	Heywood .. arr.	7 13	..	9 35	10 50	11 45	1 28	3 6	4 5	..	6 45	8 5	..	
10	Do. ..dep.	6 41	..	9 20	10 34	11 25	1 8	2 40	3 45	..	6 25	7 45	..	
11	**Rochdale** ..	6 59	9 5	9 35	10 50	11 41	1 25	2 56	4 5	5 24	6 41	8 5	10 25	
14	Littleborough..	7 9	..	9 42	..	11 53	..	3 6	4 13	..	6 53	8 12	..	
18	Walsden	7 22	..	..	..	12 7	..	3 19	..	..	7 5	8 23	..	
20	**Todmorden**.	7 26	9 23	10 0	11 7	12 10	..	3 23	4 30	5 41	7 10	8 30	..	
	Burnley ... arr.	9 0	..	11 0	..	2 15	..	..	5 45	7 0	..	..	..	
—	By Coach. dep.	6 10	..	..	9 15	..	..	1 0	3 0	..	4 45	..	..	
21	Walsden	7 31	..	10 4	..	12 15	..	3 28	..	..	7 13	8 35	..	
24	Hebden Bridge.	7 40	..	10 10	..	12 24	..	3 36	4 41	5 52	7 21	8 42	..	
	Mytholmroyd..	44	..	10 14	..	12 29	..	3 40	..	..	7 25	..	..	
27	Luddendenfoot.	7 48	..	10 18	..	12 37	..	3 45	..	..	7 30	..	..	
28	Sowerby Brdge.	5 45	7 54	9 40	10 27	11 29	12 43	..	3 51	4 45	6 2	7 36	8 53	
31	**North Dean**	5 52	8 0	9 46	10 35	11 36	12 49	2 0	3 57	5 0	6 8	7 44	9 1	
33	**Halifax** dep.	5 45	7 49	9 41	10 30	11 30	12 43	1 51	3 52	4 45	6 3	7 39	8 56	
31	Elland	5 56	8 5	..	10 39	..	12 53	..	4 2	..	..	7 49	9 9	
35	**Brighouse** ..	6 4	8 16	..	10 48	11 47	1 3	..	4 13	5 15	..	8 0	9 18	
37	**Cooper Bdg**	6 10	8 24	..	10 54	..	1 10	..	4 21	..	..	8 7	9 24	
	Huddrsfld ar	6 30	8 50	10 12	11 14	12 15	1 25	2 25	4 45	5 40	6 40	8 25	9 35	
—	Ditto dep.	6 0	8 10	9 40	10 40	11 30	1 0	2 0	4 10	5 5	6 10	8 0	9 4	
	Mirfield	6 17	8 31	10 5	10 59	12 0	1 17	2 15	4 28	5 22	6 27	8 17	9 29	
38	Ditto..... dep.	7 28	8 31	10 0	11 * 0	12 0	1 28	2 15	4 30	5 24	6 30	8 20	9 29	
—	**Bradford** arr.	..	9 25	1057	11 52	12 54	2 22	3 8	5 24	6 18	7 22	9 14	10 23	
—	Dewsbury	6 25	8 40	10 12	11 6	12 6	1 26	..	4 37	5 30	6 37	8 23	9 36	
41	Horbury	6 35	8 50	..	11 13	..	1 35	..	4 47	..	..	8 35	9 43	
44	**Wakefield**..	6 50	9 5	10 25	11 25	12 20	1 49	2 33	5 4	5 46	6 54	8 47	9 55	
48	**Normantn**..	7 0	9 19	10 35	11 35	12 30	2 1	2 40	5 16	5 57	7 4	8 55	10 6	
51	**Leeds** arrival.	7 30	9 50	11 0	12 0	1 0	2 30	3 4	5 45	6 25	7 30	9 30	10 30	
61	**York**	8 45	11 20	..	1 40	1 40	3 40	3 40	7 30	10 15	..	..	..	
—	**Newcastle**..	1 0	3 0	..	6 0	6 0	6 0	6 0	11 0	..	..	..	..	
—	**Edinburgh**..	..	..	..	..	9 55	..	9 55	5 15	..	..	..	..	

Leaving Todmorden at 5¼ a.m. each alternate Wednesday.

Sundays.

Chp. 1 2 3	Mail. 1 2 3	Chp. 1 2 3	Chp. 1 2 3
morn	morn	aft	aft
6 45	8‡15	..	..
8 0	10 15	5 0	7 30
7 15	9 20	..	6 25
7 10	9 15	..	6 20
8 19	10 32	5 16	7 49
8 0	10 15	5 0	7 30
8 32	10 42	5 25	8 0
8 42	10 52	5 32	8 10
8 30	10 32	5 20	7 50
..	..	..	..
8 39	10 52	5 33	8 7
8 47	..	5 40	8 15
9 0	..	5 53	8 28
9 6	11 12	5 58	8 34
..	..	7 5	..
7 45	..	..	..
9 10	..	6 3	8 40
9 15	..	6 10	8 45
9 20	..	6 14	8 50
9 26	..	6 18	8 54
9 32	11 29	6 27	9 0
9 39	11 36	6 35	9 7
9 32	11 30	6 28	9 0
9 44	11 40	6 39	9 12
9 52	11 47	6 48	9 20
10 1	11 55	6 54	9 29
10 21	12 15	7 34	9 45
9 48	11 30	6 44	9 4
10 3	12 0	6 59	9 35
10 10	12 5	7 10	..
11 2	12 57	8 2	10 30
10 13	12 6	7 6	9 41
..	..	7 13	9 52
10 24	..	7 49	..
10 37	12 20	7 25	10 5
10 57	12 40	7 35	10 25
11 15	1 0	8 0	10 45
..	7 30	..	..
..	11 0	..	..

Fares.

EXPRESS 1st	EXPRESS 2nd	1st cls.	2nd cls.	3rd class
s. d	s. d	s. d	s. d	s. d
..	..	..	..	..
0 4 0	3 0	1d		
1 0 0	9 0	6		
1 3 1	0 0	7½		
1 3 1	0 0	9		
1 7 1	2 0	9		
1 6 1	0 0	9		
..	..	..	..	..
2 0 1	6 0	11		
2 6 1	10	1		
3 2 2	5 1	1		
3 6 2	8 1	7		
4 5 3	4	1		
..	..	..	..	..
5 0 3	9 2	9		
..	..	..	..	..
..	..	..	..	..
3 10	2 11	1	9	
4 3 3	2 2	0	7	
4 5 3	4 2	1		
4 9 3	7 2	3		
5 1 3	10 2	4		
5 4 4	2 2	7		
5 9 4	5 2	8		
6 2 4	8 2	11		
6 4 11	3 1			
..	..	..	..	..
6 10	5 2	3	2	
..	..	..	..	..
..	..	..	..	..
6 6	4 2	8		
6 8	0	8		
6 6	4	0		
6 10	5	3		
6 11	3	1		
..	..	..	..	..
7 3	5 6	3	5	
7 9	5 9	3	8	
7 0	5 4	3	1	
..	..	..	..	..
7 3	5 2	3	8	
7 6	4	0		
7 11	3	1		
..	..	..	..	..
8 0	5	3	11	
8 3	6	3	11	
8 10	7	4	2	
8 6	6	4	0	
8 6	6	4	3	
8 7	6	4	0	
8 0	5	3	5	
8 5	5	3	1	
..	..	..	..	..
9 0	7	4	5	
9 0	7	4	5	
..	..	..	..	..

MANCHESTER, BOLTON, CHORLEY, SOUTHPORT, BLACKBURN and PRESTON.

H. Blackmore, Supt. — **Lancashire and Yorkshire.** — Gds. Man., W. Hinmers

DOWN.	Chp 1,2,3	Chp 1,2,3	fast 1 & 2	Chp 1,2,3	1 & 2	Chp 1,2,3	1 Cl. Exp	1&2 Exp	1&2	Chp 1,2,3	1 &2	1&2 Exp	Chp 1,2,3	1 &2	Chp 1,2,3	Chp 1,2,3	Sundays. 1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	Fares. 1 cl.	2 cl.	3 cls
SALFORD STATION	mrn	mrn	mrn	morn	morn	aft.	aft.	aft.	aft.	aft.	aft.	aft.	aft.	aft.	aft.	aft.	mrn	mrn	aft.	aft.	aft.	s. d.	s. d.	s. d.
New-Bailey street	8 0	8 45	9 30	11 * 0	11 40	12 30	2 0	2 20	2 30	3*30	4 10	5 0	5 15	6 15	7 30	8 30	7 30	9 15	1 15	6 0	8 15	..	..	..
Pendleton	8 5	8 50	..	11 5	11 45	12 35	..	..	2 35	..	4 15	..	5 23	6 20	7 35	8 35	7 35	9 20	1 20	6 5	8 20	0	4 0	3 0	2
Clifton Junction	8 12	8 57	..	11 12	11 52	12 43	..	..	2 42	3 40	4 22	..	5 30	6 25	7 42	8 42	7 43	9 27	1 27	6 12	8 27	0	8 0	6 0	4
Dixon Fold	..	9 2	..	..	..	12 48	..	..	..	..	..	..	5 35	..	..	..	..	..	..	..	..	1	0 0	9 0	5
Stoneclgh(Ringley)	8 22	9 9	9 45	..	12 2	12 55	..	..	2 50	3 47	4 32	..	5 43	6 35	7 52	8 52	7 51	9 36	1 36	6 21	8 37	1	2 0	11 0	7
Halshaw Moor	8 24	9 11	9 47	..	12 4	12 57	..	..	2 52	..	4 34	..	5 45	6 38	7 54	8 54	7 52	9 37	1 38	6 22	8 40	1	4 1	0 0	8
Moses Gate	8 27	9 14	9 50	..	12 7	1 0	..	..	2 55	..	4 37	..	5 48	6 41	7 57	8 58	7 55	9 40	1 41	6 25	8 43	1	6 1	2 0	8
BOLTON. ar. & dep	8 35	9 22	10 0	11 30	12 15	1 8	2 18	2 43	3 5	3 55	4 45	5 20	5 55	6 50	8 5	9 5	8 5	9 50	1 50	6 35	8 55	1	9 1	3 0	10
Lostock Lane	8 53	..	..	..	..	..	..	..	..	4 10	..	..	..	..	8 20	..	8 18	..	..	6 46	..	2	6 1	11 1	2
Horwich & Blackrod	9 0	..	10 15	11 50	..	..	..	3 0	..	4 16	..	..	..	..	8 26	..	8 30	..	..	6 55	..	2	11 2	2 1	4
Adlington	9 7	..	..	11 56	..	..	..	..	..	4 22	..	..	..	..	8 32	..	8 35	..	..	7 0	..	3	3 2	5 1	6
Chorley	9 16	..	10 27	12 6	..	..	..	3 13	..	4 31	..	5 48	..	..	8 42	..	8 45	..	..	7 15	..	3	9 2	10 1	9
Euxton	9 25	..	..	12 15	..	..	..	3 20	..	4 40	..	..	..	..	8 52	..	8 55	..	..	7 20	..	4	4 3	3 2	0
Southport ar. by ch.	..	..	..	3 0	..	..	..	6 0	..	..	..	..	..	..	..	..	11 30	..	..	..	..	8	6 6	0 4	6
Leyland	9 30	..	..	12 20	..	..	..	..	..	4 45	..	..	..	..	8 58	..	9 0	..	..	7 25	..	4	8 3	6 2	2
Farrington	9 35	..	..	12 25	..	..	..	..	..	4 50	..	..	..	..	9 3	..	9 5	..	..	7 30	..	4	10 3	8 2	3
Preston arrival	9 40	..	10 45	12 30	..	..	2 55	3 35	..	4 55	..	6 5	..	..	9 10	..	9 10	..	..	7 40	..	5	6 4	0 2	6
FLEETWOOD arr	10 45	..	11 40	1 35	..	..	3 40	4 40	..	6 0	..	7 0	..	..	..	..	10 15	..	..	..	..	8	9 6	6 4	2
LANCASTER arr.	10 40	..	..	1 30	..	..	3 55	4 28	..	6 4	..	..	..	..	..	..	..	..	..	..	..	9	6 6	9 4	3
Carlisle .... arrive	2 0	..	..	4 40	..	..	6 5	..	..	9 1	..	..	..	..	..	..	..	..	..	..	..	23	6 16	6 10	1
Edinburgh arrive	7 45	..	..	9 20	..	..	9 0	..	..	1 30	..	..	..	..	..	..	..	..	..	..	..	44	6 33	2 ..	
Glasgow.... arrive	7 55	..	..	9 30	..	..	9 10	..	..	1 40	..	..	..	..	..	..	..	..	..	..	..	44	6 33	2 ..	

On Saturdays only, from Manchester, at 1½ p.m., stopping. FARES, by Express, between Manchester and Bolton, 2s., 1s. 6d.
All the Sunday Trains take passengers at 1d. per mile. * 1 & 2 class only from Preston.

To Lytham, Blackpool, &c., see page 71.

UP.	Chp 1,2,3	1,2,3	Chp 1,2,3	Ex 1 &2	Exp 1, 2	Chp. 1, 2,3	Exp 1 cl.	Chp. 1,2,3	Chp. 1,2,3	1, 2	Chp. 1,2,3	Chp 1,2,3	Exp 1&2	Exp 1, 2,	1, 2	Chp 1,2,3	Chp 1 2 3	Chp 1,2,3	Sundays. 1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
	mrn	mrn	mrn	mrn	mrn	morn	mrn	morn	aft.	aft.	aft.	aft.	aft.*	aft.	aft.	aft.	aft.	mrn	mrn	mrn	aft.	aft.	mrn
Glasgow..... depart	..	..	..	..	..	..	..	..	..	..	..	6 30	1020	..	..	..	..	11 5	..	..	..	..	11 5
Edinburgh .. depart	..	..	..	..	..	..	..	..	..	..	..	6 50	1030	..	..	..	..	1115	..	..	..	..	11 15
Carlisle ..... depart	..	..	..	..	..	..	..	6 40	..	..	..	1145	1 25	..	..	..	..	4 3	..	..	..	..	4 3
Lancaster to Manchstr	..	..	..	..	..	..	..	9 45	..	..	..	3 5	3 35	..	..	..	..	7 4	..	..	..	..	7 4
FLEETWOOD	..	..	..	..	7 50	..	9 30	10 0	..	..	12 20	..	3 10	..	..	5 45	..	7 0	..	..	..	5 0	7 0
Preston depart.	..	..	7 35	..	8 50	..	10 15	11 0	..	..	1 25	..	4 7	..	..	6 45	..	8 10	..	8 0	..	6 0	8 5
Farrington	..	..	7 40	..	..	..	..	11 5	..	..	1 30	..	..	..	..	6 50	..	8 15	..	8 6	..	6 0	8 10
Leyland	..	..	7 45	..	..	..	..	11 10	..	..	1 35	..	..	..	..	6 55	..	8 20	..	8 12	..	6 12	8 18
Southport coach. dep.	..	..	..	..	..	..	..	8 15	..	..	10 30	..	..	..	..	..	..	..	..	..	..	..	..
EUXTON	..	..	7 51	..	..	..	..	11 16	..	..	1 41	..	..	..	..	7 1	..	8 26	..	8 20	..	6 20	8 25
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	1	2	3	4	5

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	1	2	3	4	5
	mrn	mrn	mrn	mrn	mrn	morn	mrn	morn	aft.	aft.	aft.	aft.	aft.	aft.	aft.	aft.	aft.	aft.	mrn	mrn	aft.	aft.	aft.
CHORLEY.....	..	..	8 0	..	9 10	..	..	11 26	..	..	1 51	..	4 27	..	..	7 11	..	8 36	..	8 30	..	6 30	8 40
Adlington	..	..	8 10	..	..	..	..	11 35	..	..	2 0	..	..	..	..	7 20	..	8 46	..	8 40	..	6 40	8 50
Horwich & Blackrod..	..	..	8 16	..	..	..	..	11 41	..	..	2 6	..	4 37	..	..	7 27	..	8 52	..	8 46	..	6 46	8 56
Lostock Lane	..	..	8 22	..	..	..	..	11 47	..	..	2 12	..	..	..	..	..	..	8 58	..	8 55	..	6 55	9 5
BOLTON arr. & dep.	7 45	..	8 40	9 10	9 35	10 15	10 52	12 0	12 30	1 40	2 30	3 30	4 55	5 10	6 30	7 45	8 0	9 15	8 0	9 20	2 0	7 15	9 25
Moses Gate	7 50	..	8 45	..	..	10 20	..	..	12 35	1 45	..	3 35	..	..	6 35	..	8 5	..	8 5	9 25	2 5	7 20	9 30
Halshaw Moor	7 53	..	8 48	9 16	..	10 23	..	..	12 38	1 48	2 36	3 38	..	5 16	6 38	..	8 8	9 23	8 8	9 28	2 8	7 25	9 35
Stoneclough (Ringley)	7 55	..	8 50	..	..	10 25	..	12 10	12 40	1 50	..	3 40	..	..	6 40	..	8 10	9 25	8 10	9 30	2 10	7 28	9 38
Dixon Fold	..	..	8 55	..	..	..	..	..	12 45	..	..	..	..	..	6 45	..	..	..	..	..	..	..	..
Clifton Junction	8 5	..	9 3	..	..	10 35	..	12 19	12 53	2 0	2 48	3 50	..	..	6 53	..	8 20	..	8 20	9 40	2 20	7 40	9 50
Pendleton	8 10	..	9 8	..	..	10 40	..	..	12 58	2 5	..	3 55	..	..	6 58	..	8 25	..	8 25	9 50	2 25	7 50	10 0
Salford Station	8 20	..	9 18	9 35	9 55	10 50	11 10	12 30	1 8	2 15	3 0	4 5	5 15	5 35	7 8	8 10	8 35	9 40	8 35	10 0	2 35	8 0	10 10

* 1st and 2nd class only, to Preston.

Terence Flanagan, Eng. & Manr.—**Manchester, Bolton, Blackburn, Clitheroe, &c.**—West Yorkshire. J. W. James, Sec.

Up Trains.	1 2 3 mrn.	Exp. 1 & 2 mrn.	1 2 3 morn.	1, 2, 3 morn.	1 2 3 aft.	1 2 3 aft.	Exp 1 & 2 aft.	Exp 1 & 2 aft.	1 2 3 aft.	SUNDAYS. 1 2 3 mrn.	1 2 3 aft.	1 2 3 aft.	1 2 3 aft	FARES. Express 1 Cls	2 Cls	1st Class.	2nd Class.	3rd Class.
														s. d.	s. d.	s. d.	s. d.	s. d.
Clitheroe, pr Coach dep	..	7 20	..	..	..	..	3 20	..	..	..	..	..	..	..	..	..	..	..
Whalley ..... „	..	7 35	..	..	..	..	3 35	..	..	..	..	..	..	..	..	..	..	..
Blackburn..... dep	7 5	8 40	9 35	11 50	1 5	2 50	4 40	5 50	7 20	8 30	2 0	6 30	8 15	..	..	0 4	0 3	0 2
Lower Darwen	7 8	..	9 38	11 53	1 8	2 53	..	5 53	7 23	8 34	2 4	6 33	8 20	..	..	0 8	0 6	0 4
Over Darwen	7 13	8 46	9 43	11 58	1 13	2 58	4 46	5 58	7 28	8 38	2 8	6 38	8 25	..	..	0 10	0 7	0 5
Sough	7 17	..	9 47	12 2	1 22	3 2	..	6 2	7 32	8 42	2 12	6 42	..	..	..	1 4	1 0	0 8
Entwistle	7 27	..	9 57	..	1 25	3 12	..	6 12	7 42	9 0	2 24	..	..	..	..	1 6	1 1	0 9
Chapel Town	7 31	8 55	10 0	12 10	1 30	3 15	..	6 15	7 46	9 2	1 28	7 0	..	..	..	1 10	1 4	0 11
Bromley Cross..	7 35	9 0	10 5	12 14	1 40	3 20	5 0	6 20	7 50	9 5	2 33	7 5	..	..	..	1 10	1 4	0 11
Bolton ..... arriva	7 45	9 10	10 15	12 25	2 15	3 30	5 10	6 30	8 0	9 15	2 43	7 15	..	2 6	2 0	2 4	1 9	1 2
Salford.....	8 20	9 35	10 50	12 30	..	4 5	5 35	7 8	8 35	10 0	..	8 0	..	4 6	3 6	4 0	3 6	2 0

N.B.—A train will leave Blackburn for Darwen every Wednesday and Saturday, at 9 aft., returning from Darwen at ½ aft. Day Tickets will be issued on Sundays to and from Blackburn and Bolton, and Darwen and Bolton, entitling the holder to return the same day. Fares—Blackburn to Bolton & back 1/6; Darwen to Bolton and back, 1/2.

A Coach leaves Settle every Tuesday and Friday for Clitheroe, at 10 a.m.; returning every Wednesday and Saturday at 1 p.m. On Tuesdays the coach for Clitheroe will depart at 5¾ aft., on the arrival of 5 aft. Express train.

Down Trains.	1,2,3 mrn.	1, 2, 3 morn.	1, 2, 3 morn.	1 2 3 aft.	1 & 2 aft.	1 2 3 aft.	Exp. 1 & 2 aft.	1, 2,3 aft	1,2,3 aft	SUNDAYS. 1,2,3 mrn.	1 2 3 aft.	1 2 3 aft.	1 2 3 aft.	FARES. Express. 1 Cls	2 Cls	1st Class.	2nd Class.	3rd Class
														s. d.	s. d.	s. d.	s. d.	s. d.
Salford.....dep.	7 55	9 30	11 40	1230	2 30	4 10	5 0	6 15	7 30	915	..	..	8 15	2 0	1 6	1 9	1 3	0 10
Bolton.....dep.	8 20	10 0	12 15	1 5	3 5	4 45	5 20	6 50	8 5	955	2 55	..	9 0	2	1 7	1 9	1 3	0 10
Bromley Cross	8 24	10 4	12 19	1 9	3 9	4 49	5 24	6 54	8 10	959	2 59	..	9 10	2	7 2	0 2	1 7	1 1
Chapel Town	8 28	10 8	12 23	1 13	3 13	4 53	..	6 58	8 15	10 3	3 3	..	9 15	3	0 2	3 2	7 1	1 10
Entwistle	8 32	10 12	..	1 17	..	4 57	..	7 2	8 20	10 6	3 6	..	9 17	..	..	2 9	2 0	1 4
Sough	8 42	10 22	12 35	1 27	3 25	..	..	7 12	8 32	1014	3 14	..	9 28	..	..	3 1	2 4	1 7
Over Darwen	8 45	10 25	12 40	1 30	3 28	5 7	5 35	7 15	8 35	1019	3 19	8 30	9 32	3	10 3	0 3	4 2	6 1
Lower Darwen	8 50	10 30	..	1 35	3 32	5 12	..	7 20	8 40	1023	3 25	8 35	9 37	..	..	3 8	2 9	1 10
Blackburn	9 0	10 40	12 50	1 45	3 40	5 20	5 45	7 30	8 50	1030	3 35	8 40	9 40	4	6 3	6 4	0 3	0 2
Whalley..... by Coach	1015	..	..	..	..	6 20	..	..	..	..	..	..	..	..	..	..	..	..
Clitheroe,.... „	1053	..	..	..	..	6 35	..	..	..	..	..	..	..	..	..	..	..	..

WAKEFIELD, PONTEFRACT, and GOOLE.

Miles.	DOWN. Wakefield to Goole.	Week Days. 1 2 3 chp.	1 2 3 chp.	1&2 clss.	1 2 3 chp.	1 2 3 chp.	Sunday 1 2 3 chp.	1 2 3 chp.	Fares. 1st clss.	2nd clss.	3rd class.
		morn	morn	aft	aft	aft	morn	aft	s. d.	s. d.	s. d.
—	Leeds ..... dep.	7 30	10 40	2†0	4 30	6 30	7 0	6 10	..	..	..
—	Manchester .. dep.	6 15	9* 0	1 0	2 15	5* 0	..	5 0	..	..	..
—	**Wakefield** ..	9 5	11 25	2 35	5 10	7 3	8 26	7 30	..	..	..
6	Featherstone	9 23	11 43	2 53	5 28	7 21	8 38	7 48	1 1 0	9 0	6
8¾	**Pontefract** ..	9 31	11 51	2 59	5 36	7 29	8 46	7 56	1 7 1	2 0	9
10½	Knottingly	9 37	11 57	3 5	5 42	7 35	8 52	8 2	1 11 1	6 0	11
	Womersley (ASKERN BRANCH)	9 51	12 11	3 19	5 56	7 49	9 6	8 16	2 9 2	2 1	3
	Norton.... (ASKERN BRANCH)	9 59	12 19	3 26	6 4	7 57	9 14	8 24	3 2 2	5 1	5½
	Askern . (ASKERN BRANCH)	10 4	12 24	3 30	6 9	8 2	9 19	8 29	3 4 2	7 1	6½
	Stockbridge (ASKERN BRANCH)	10 20	12 40	3 45	6 25	8 18	9 35	8 45	4 2 3	4 1	11½
	Doncaster by' Bus (ASKERN BRANCH)	10 50	1 10	4 15	6 55	8 48	10 5	9 15	4 8 3	10 2	6
15	Whitley Bridge ..	9 50	12 10	3 17	5 55	7 48	9 5	8 15	2 8 2	0 1	3
16¾	Hensall	9 56	12 16	3 22	6 1	7 54	9 11	8 21	3 0 2	3 1	5
20½	Snaith	10 3	12 23	3 29	6 8	8 1	9 18	8 28	3 8 2	10 1	8
23¼	Rawcliffe	10 13	12 33	3 36	6 18	8 11	9 28	8 38	4 3 3	2 1	11
27¼	**Goole** ....arr.	10 25	12 45	3 45	6 30	8 23	9 40	8 50	4 11 3	8 2	3

Miles.	UP. Goole to Wakefield.	Week Days. 1 2 3 chp.	1 2 3 chp.	1&2 clss.	1 2 3 chp.	1 2 3 chp.	Sunday 1 2 3 chp.	1 2 3 chp.	Fares. 1st clss.	2nd clss.
		morn	morn	aft	aft	aft	morn	aft	s. d.	s. d.
—	**Goole** ....dep.	7‡30	8 50	1 13	3‖30	5 10	7 0	5 15	..	..
—	Rawcliffe	7 42	9 2	1 22	3 42	5 22	7 12	5 27	0 8	0 6
—	Snaith	7 52	9 12	1 29	3 52	5 32	7 22	5 37	1 3	0 11
—	Hensall	7 59	9 19	1 36	3 57	5 39	7 29	5 44	1 11	1 6
—	Whitley Bridge	8 5	9 25	1 41	4 5	5 45	7 35	5 50	2 3	1 9
	Doncaster by' Bus	7 5	8 25	1243	3 50	4 45	6 35	5 15	..	..
	Stockbrdge (ASKERN BRANCH)	7 35	8 55	1 13	3 35	5 15	7 5	5 20	0 6	0 6
	Askern . (ASKERN BRANCH)	7 51	9 11	1 29	3 51	5 31	7 21	5 36	1 4	1 2
	Norton ... (ASKERN BRANCH)	7 56	9 16	1 34	3 56	5 36	7 26	5 41	1 9	1 6
	Womersley (ASKERN BRANCH)	8 4	9 24	1 42	4 4	5 44	7 34	5 49	2 1	1 2
	Knottingly arr. (ASKERN BRANCH)	8 18	9 38	1 53	4 18	5 58	7 48	6 3	2 11	2 5
	Knottingly dep.	8 18	9 38	1 53	4 18	5 58	7 48	6 3	3 0	2 3
	Pontefract ..	8 24	9 44	1 59	4 24	6 4	7 54	6 9	3 4	2 7
	Featherstone ..	8 32	9 52	2 5	4 32	6 12	8 2	6 17	3 10	2 11
	Wakefield arr	8 50	10 10	2 23	4 50	6 30	8 20	6 35	4 11	3 8
	Manchester arr.	11 10	1 10	5 20	7 0	10 0	1 30	9 25	..	..
	Leeds ..... arr.	9 50	11 0	3 4	5 45	7 30	11 15	8 0	..	..

* First and Second Class only from these places. † 1, 2, 3 class. ‡ First class to Manchester. ‖ 1 and 2 class to Manchester.

CLECKHEATON BRANCH.

Low Moor to Mirfield. Week Days.

	Par 1 2 3 clss	Parl. 1 2 3 class	Exp 1 & 2 class	Mail 1 2 3 class	Exp. 1 & 2 class	Par 1 2 3 class	Par 1 2 3 class	Exp 1 2 class	Parl. 1 2 3 class	Parl. 1 2 3 class	Parl. 1 2 3 class	
	mor	mor.	mor.	mor.	aft.	aft.	aft.	aft.	aft	aft.	aft.	..
Bradford 'Bus..	6 30	7 30	9 0	10 40	12 20	2 10	3 30	4 28	5 30	6 30	8 5	..
Low Moor	7 0	8 0	9 30	11 10	12 50	2 40	4 0	4 58	6 0	7 0	8 35	..
Cleckheaton	7 8	8 8	9 37	11 18	12 58	2 47	4 8	5 6	6 8	7 8	8 43	..
Liversedge	7 12	8 12	..	11 22	1 2	..	4 12	..	6 12	7 12	8 47	..
Heckmondwike...	7 15	8 15	9 43	11 25	1 5	2 53	4 15	5 13	6 15	7 15	8 50	..
Mirfield	7 24	8 24	9 52	11 34	1 14	3 2	4 23	5 20	6 24	7 24	8 59	..
				aft.								
Manchester, arr	9 45	10 30	11 10	1 30	3 5	5 20	6 20	7 0	10 0	10 0	11 5	..
Leeds..... „	..	9 50	11 0	1 0	2 30	..	5 45	6 25	..	9 30	10 30	..

Mirfield to Low Moor. Week Days.

	Par 1 2 3 clss	Par 1 2 3 clss	Exp. 1 2 class	1 2 3 class	Mail 1 2 3 class	Parl. 1 2 3 class	Exp. 1 2 class	Par 1 2 3 class	Par 1 2 3 class	Par c ss	Exp 1 2 class	Par 1 2 3 class	Par 1 2 3 class	
	mor	mor	mor	mor	mor	mor	aft.	aft.	aft.	aft.	aft.	aft.	aft.	..
Manchester dep.	..	6 15	8 45	9 0	10 15	11 0	1 0	..	2 15	3 30	5 0	6 0	7 30	
Leeds..... „	..	7 30	9 10	9 40	10 40	12 45	..	2 0	3 30	4 30	..	6 30	8 0	
					noon									
Mirfield	7 28	8 31	10 5	11* 0	12 0	1 28	2 15	3 4	4 30	5 24	6 30	8 20	9 29	
Heckmondwike ..	7 37	8 37	10 13	11 8	12 9	1 37	2 23	3 13	4 39	5 33	6 38	8 29	9 38	
Liversedge.....	7 40	8 44	..	11 11	12 12	1 40	..	3 16	4 42	5 36	..	8 32	9 41	
Cleckheaton	7 45	8 48	10 20	11 15	12 17	1 45	2 30	3 20	4 47	5 41	6 45	8 37	9 46	
Low Moor.....	7 52	8 55	10 27	11 22	12 24	1 52	2 38	3 27	4 54	5 48	6 52	8 44	9 53	
Bradford 'Bus ar	..	9 25	10 57	11 52	12 54	2 22	3 8	3 57	5 24	6 18	7 22	9 14	10 23	

* On Thursdays only.

On Sundays.—From Bradford to Mirfield, 1st, 2nd, and 3rd class, at 7 and 10 40 morn.; 6 and 8 5 aft. From Mirfield to Bradford, 1st, 2nd, and 3rd class, at 10 10 morn.; 12 5, 7 10, and 9 38 aft.

EDINBURGH, NEWCASTLE, YORK, LEEDS, SELBY & HULL.—York and North Midland.

Sec., Wm. Gray, Junr., York. Res. Eng., Thos. Cabrey.

Miles.	York to Leeds, Normanton, Selby, and Hull.	Week Days. 1&2 Mail	1 2 4 clss.	1,2,4 clas.	1 & 2 class.	1 & 2 fast.	1 2 3 class.	1 2 3 clss.	1 cl. Exp	1 2 3 class.	1&2 Mail	1 & 2 Exp.	Sundays. 1 & 2 Ma il	1 2 4 clss.	1 2 3 clss,	1&2 Mail	1 & 2 Exp.	Fares. 1st class.	2nd clss.	3rd clss.	4th class.
		aft	mrn	mrn	morn	morn	aft	mrn	mrn	aft	mrn	aft	aft	mrn	aft	mrn	aft	s. d.	s. d.	s. d.	s. d.
—	**Edinburgh** .....dep..	5 0	..	..	..	..	..	..	9 30	..	11 0	4*30	5 0	..	..	11 0	4 30	..	..	..	..
—	**Newcastle** ..... „ ..	1050	..	..	5 30	8 0	..	11 0	1 25	2 15	4 10	9 15	10 50	..	..	4 10	9 15	..	..	..	..
—	**York**.....dep..	3 0	6 0	7 25	9 50	11 30	12 30	3 0	3 55	6 30	7 30	12 20	3 0	7 25	6 30	7 30	12 20	..	..	..	..
4	Copmanthorpe .....arr..	..	..	7 33	..	..	12 38	3 8	..	6 38	..	..	..	7 33	6 38	..	..	1 0	0 9	0 6	0 3½
7¾	Bolton Percy ..... „ ..	..	6 15	7 45	..	..	12 46	3 16	..	6 50	..	..	..	7 45	6 50	..	..	1 6	1 3	0 9	0 7½
9	Ulleskelf ..... „ ..	..	..	7 50	..	..	12 49	3 20	..	6 55	..	..	..	7 50	6 55	..	..	2 0	1 6	1 0	0 8½
11	Church Fenton ..... „ ..	..	..	7 58	10 20	..	12 55	3 30	..	7 3	..	..	..	7 58	7 3	..	..	2 6	2 0	1 6	1 0 10½
13	Sherburn ..... „ ..	..	..	8 5	10 25	..	1 2	3 35	..	7 10	..	..	..	8 5	7 10	..	..	3 0	2 0	1 6	1 0 10½
15	Junction ..... „ ..	..	..	8 12	10 35	..	1 7	3 45	..	7 17	..	..	..	8 12	7 17	..	..	3 0	2 0	1 6	1 0 11
16¼	Burton Salmon ..... „ ..	..	6 40	8 20	10 40	..	1 15	3 50	..	7 25	..	..	..	8 20	7 25	..	..	3 6	2 6	1 6	1 0 11½
20½	Castleford..... „ ..	3 45	6 50	8 30	10 50	12 20	1 25	4 5	..	7 35	8 10	..	3 45	8 30	7 35	8 10	..	4 6	3 6	2 6	1 8½
	Leeds..... „ ..	..	..	..	8 55	11 20	12 45	1 50	4 30	..	8 0	8 30	..	..	8 55	8 0	8 30	..	5 6	4 6	3 0	2 6
31	**Selby**..... „ ..	..	..	..	8 30	10 55	..	1 30	4 10	..	7 40	..	..	..	8 30	7 40	..	..	3 6	2 0	1 0½
23½	**Hull**..... „ ..	..	..	..	9 50	12 15	..	2 45	5 20	..	9 0	..	..	..	..	9 0	..	..	9 6	7 6	5 0 4 3
53½	Normanton ..... „ ..	4 0	7 0	8 40	11 0	12 30	1 40	4 25	4 40	..	8 20	1 15	4 0	8 40	..	8 20	1 15	6 0	4 6	3 0	..
24¾	Normanton ..... „ ..																				

* This train does not run on Saturday Nights.

Hull, Selby, Normantn & Leeds, to York.	Week Days. 1&2 mail	1 2 4 clss.	1 2 4 class.	1 & 2 fast.	1 2 3 class.	1 2 3 clss.	1 2 3 class.	1&2 clss.	1 cls Exp	1&2 fast.	1 2 3 clss.	1&2 Mail	1&2 Exp.	Sundays. 1 & 2 Mail	1 2 4 clss.	1 2 3 clss.	1&2 Mail	1 2 3 Mail
	mrn	mrn	morn	morn	aft	aft	aft	aft	aft	aft	aft	aft	aft	morn	mrn	aft	aft	aft
Normanton .....dep..	4 45	7 20	10 0	..	12 30	..	..	..	3 20	2 45	4 5	..	6 25	9 0	4 45	..	..	6 25	..
Hull..... „ ..	..	6 20	8 35	10 20	..	..	1 50	..	..	..	..	5 0	..	..	..	6 20	..	..	6 0
Selby ..... „ ..	..	7 35	10 0	11 30	..	..	3 15	..	..	..	..	6 20	..	..	..	7 35	..	..	7 20
Leeds..... „ ..	4 30	7 20	9 50	..	..	12 30	..	2 55	..	..	..	6 0	..	..	4 30	7 25	6 0	..	..
Castleford .....arr..	4 55	7 45	10 15	..	12 40	12 55	..	3 20	3 35	..	4 20	6 25	6 35	9 15	4 55	7 45	6 25	6 40	..
Burton Salmon.... „ ..	..	7 58	10 28	..	12 50	1 8	..	3 35	3 45	..	..	6 40	6 45	9 23	..	7 58	6 40	6 50	..
Junction..... „ ..	..	8 8	10 38	..	..	1 18	..	3 45	3 54	..	4 38	..	6 52	..	..	8 8	..	6 58	..
Sherburn ..... „ ..	..	8 14	10 44	..	1 5	1 23	3 35	3 50	4 0	..	..	6 50	7 0	9 37	..	8 14	6 50	7 0	7 50
Church Fenton.... „ ..	..	8 20	10 50	11 50	1 10	1 28	3 43	3 55	4 5	..	..	6 55	7 5	..	..	8 20	6 55	7 5	8 0
Ulleskelf ..... „ ..	..	8 26	..	..	1 20	1 31	3 55	4 4	4 15	..	..	7 3	7 15	9 52	..	8 26	7 0	7 15	8 5
Bolton Percy..... „ ..	..	8 30	..	12 0	..	1 40	4 0	4 10	..	..	..	7 12	..	..	..	8 30	7 3	7 15	8 10
Copmanthorpe.... „ ..	..	8 40	..	..	1 40	1 50	4 15	4 25	4 30	3 25	5 0	7 20	7 30	10 10	..	8 40	7 12	..	8 20
York ..... „ ..	5 35	8 50	11 20	12 15	..	2 0	4 40	4 50	5 0	4 15	5 30	8 0	8 5	10 40	5 35	8 50	7 20	7 30	8 30
Newcastle .... „ ..	9 0	1 6	3 0	..	6 0	6 0	9 0	9 5	9 15	6 0	8 5	11 0	11 0	..	9 0	..	11 0	11 0	..
Edinburgh .... „ ..	2 15	..	9 15	..	..	..	..	..	..	9 55	..	5 15	5 15	..	2 15	..	5 15	5 15	..

A Coach will leave for Pontefract, Ackworth, Doncaster, Bawtry, Gainsboro', and Lincoln, on the arrival of the 7 20 trains from York and Leeds, and the 6 15 a.m. train from Hull, returning from the Ram Inn, Doncaster, at 5 30 p.m.

For continuation of trains to and from Derby and Birmingham, see pages 47 and 54.

For Sailings between Liverpool and Glasgow, see page 100.

YORK & MARKET WEIGHTON.—York and North Midland.

Miles.	Stations.	DOWN. Gov.	1 2 3 class.	1 2 3 class.		Fares. 1st class.	2nd clss.	3rd clss.	4th class.	Miles.	Stations.	UP. 1 2 3 class.	1 2 3 class.	Gov.	
		mrn	aft	aft		s. d.	s. d.	s. d.	s. d.			mrn	aft	aft	
—	**York**.....dep..	9 10	2 15	6 45	..	..	..	..	..	—	**Market Weighton**..dep	*7 30	12 30	5 30	..
3¼	Huntington	9 20	2 25	6 55	..	1 0	0 9	0 6	0 3½	1½	Shipton and Londesbro'	7 34	12 34	5 34	..
6½	Stockton	9 29	2 34	7 4	..	1 6	1 0	0 9	0 6½	—	Burnby	7 43	12 43	5 42	..
—	Gate Helmsley.....	9 33	2 39	7 9	..	..	..	..	..	6	Pocklington	7 47	12 47	5 47	..
9	Stamford Bridge.....	9 36	2 42	7 12	..	2 0	1 6	1 0	0 10	10½	Fangfoss	8 0	1 0	6 0	..
12½	Fangfoss	9 46	2 52	7 22	..	2 6	2 0	1 6	1 0½	13	Stamford Bridge.....	8 5	1 5	6 5	..
16½	Pocklington	9 59	3 5	7 35	..	3 6	2 6	2 0	1 4½	—	Gate Helmsley.....	8 8	1 8	6 8	..
—	Burnby	10 3	3 9	7 39	..	..	..	..	..	16	Stockton	8 18	1 18	6 18	..
21	Shipton and Londesbro'	10 10	3 16	7 46	..	4 6	3 6	2 3	1 9	19½	Huntington	8 28	1 28	6 28	..
23	**Market Weighton**..arr.	10 20	3 25	7 55	..	5 6	3 6	2 6	1 11	23	**York** .....arr..	8 40	1 40	6 40	..

A Coach for Beverley meets the arrival of the first train from York, and returns from Beverley in time for last train to York.

* On every York fortnight fair this train will leave at 6 a.m. instead of 7 30 a.m.

Market Weighton to Selby 6¾ and 10 20 a.m., and 5½ p.m.; Selby to Market Weighton, 8½ a.m., 1½ and 7 40 p.m.

SCARBOROUGH AND BRIDLINGTON BRANCH.—York and North Midland.

UP.	Week Days. 1	2	3	Mail. 4	5	Sund. Mail. 6	DOWN.	Week Days. 1	Mail. 2	3	4	5	6	Sund. Mail. 7	Fars fm Hull 1st Class	2nd Class	3rd Class
	mrn	mrn	morn	aft	aft	aft		mrn	morn	morn	aft	aft	aft	morn	s. d.	s. d.	s. d.
Scarbro' ..depart	7 5	..	11 0	2 0	5 30	2 0	**Hull** .....depart.	..	8 0	10 0	12 45	3 15	6 30	8 0	..	..	..
Seamer	7 13	..	11 8	2 8	5 40	2 8	Cottingham	..	8 15	10 10	1 0	3 30	6 45	8 15	1 0	0 9	0 6
Cayton	7 19	..	11 12	2 12	5 44	2 12	**Beverley**	..	8 27	10 20	1 12	3 42	6 57	8 27	1 6	1 0	0 9
Gristhorpe	7 24	..	11 17	2 17	5 50	2 17	Lockington	..	8 40	..	1 25	3 55	7 10	8 40	..	..	..
Filey	7 30	..	11 25	2 25	6 0	2 25	Hutton Cranswick	..	8 48	..	1 33	4 3	7 18	8 48	..	..	..
Hunmanby	7 35	..	11 30	2 30	6 7	2 36	**Driffield**	..	8 57	..	1 42	4 12	7 27	8 57	4 0	3 0	2 0
Speeton	7 43	..	..	2 40	6 20	2 40	Nafferton	..	9 3	..	1 48	4 18	7 33	9 3	..	..	..
Bempton	7 50	..	11 46	2 46	6 28	2 46	Lowthorpe	..	9 8	..	1 54	4 24	7 38	9 8	..	..	..
Marton, for Flambro	7 54½	..	11 50	2 50	6 32	2 50	Burton Agnes	..	9 13	..	1 58	4 29	7 43	9 13	..	..	..
Bridlington	8 10	..	12 0	3 0	6 50	3 0	Carnaby	..	9 22	..	2 7	4 37	7 50	9 22	..	..	..
Carnaby	8 15	..	..	3 5	6 55	3 5	**Bridlington**	8 15	9 30	..	2 25	4 50	8 0	9 30	6 0	4 6	3 6
Burton Agnes	8 23	..	12 13	3 13	7 3	3 13	Marton, for Flambro'..	8 23	9 38	..	2 33	4 58	..	9 38	..	..	..
Lowthorpe	8 28	..	..	3 18	7 8	3 18	Bempton	8 27	9 42	..	2 37	5 2	..	9 42	..	..	..
Nafferton	8 33	..	12 23	3 23	7 13	3 23	Speeton	8 34	9 50	..	2 45	5 10	..	9 50	..	..	..
Driffield	8 40	..	12 30	3 30	7 20	3 30	Hunmanby	8 42	9 59	..	2 54	5 19	..	9 59	..	..	..
Hutton Cranswick ..	8 49	..	12 39	3 39	7 29	3 39	**Filey**	8 49	10 10	..	3 5	5 30	..	10 10	10 0	7 6	5 6
Lockington	8 58	..	12 48	3 48	7 38	3 48	Gristhorpe.....	8 55	10 16	..	3 11	5 36	..	10 16	..	..	..
Beverley	9 10	10 30	1 0	4 0	7 50	4 0	Cayton	9 0	10 21	..	3 16	5 41	..	10 21	..	..	..
Cottingham	9 23	10 40	1 13	4 13	8 3	4 13	Seamer	9 6	10 27	..	3 22	5 47	..	10 27	..	..	..
Hull..arrival about	9 40	10 50	1 30	4 30	8 20	4 30	**Scarbro'**..arr. about	9 15	10 35	..	3 30	5 55	..	10 35	11 6	8 6	6 6

YORK, SCARBOROUGH, PICKERING, & WHITBY.—York and North Midland.

Miles.	Stations.		DOWN. 1 & 2 Mail.	Gov.	1 2 3 class	1&2 exp.	1 2 3 clss.	SUNDAYS 1 & 2 ml.gv	Fares. 1st clss.	2nd clss	3rd clss.	Miles.	Stations.		UP. Gov	1 2 3 class.	1 2 3 class.	1&2 Mail	1,2,3 clss.	SUNDAYS 1 & 2 Gov.
			mrn	morn	aft	aft	aft	morn	s. d.	s. d.	s. d.				mrn	morn	aft	aft	aft	aft
—	**York**.....dep		7 0	9 15	12 0	4 0	5 30	7 0	..	..	..	—	**Scarborough**....dep		7 0	9 0	12 30	4 20	6 0	4 20
4½	Haxby		7 7	9 22	12 7	..	5 37	7 7	1 0	0 9	0 6	3½	Seamer, for Whitby		7 14	9 14	12 40	4 30	6 14	4 30
6½	Strensall		7 12	9 27	12 12	..	5 42	7 12	1 6	1 0	0 9	7½	Ganton.....		7 22	9 22	12 52	..	6 22	4 41
9½	Flaxton		7 20	9 34	12 19	4 10	5 49	7 20	2 0	1 6	1 0	9½	Sherburn.....		7 26	9 26	12 56	4 40	6 26	4 45
11½	Barton		7 25	9 40	12 25	4 16	5 55	7 25	2 6	2 0	1 6	12½	Heslerton.....		7 35	9 35	1 5	..	6 35	4 53
15½	Kirkham		7 35	9 50	12 35	..	6 5	7 35	3 6	2 6	2 0	14½	Knapton		7 39	9 39	1 9	..	6 39	4 56
16	Castle Howard.....		7 39	9 54	12 39	4 30	6 9	7 39	3 6	2 6	2 0	16½	Rillington from Scarbro'		7 48	9 48	1 18	5 0	6 48	5 5
18½	Hutton		7 45	10 6	12 45	..	6 15	7 45	4 0	3 0	2 3									
21¼	**Malton**		8 0	10 15	1 0	4 45	6 30	8 0	5 0	3 6	2 6	47	**Whitby** ..dep.		..	7 45	11 15	3 15	..	3 15
25½	Rillington for Scarboro'.		8 10	10 27	1 12	4 56	6 42	8 10	6 0	4 0	3 0	45½	Ruswarp.....		..	7 50	11 20	3 20	..	3 20
	— Rillingtn. for Wby.	Whitby Brnch	8 0	10 3	1 20	5 10	6 55	8 0	..	..	..	44	Sleights		..	7 55	11 30	3 30	..	3 30
	29½ Marishes Road ..		8 10	10 13	1 30	5 15	7 5	8 10	..	..	..	41	Grosmont		..	8 5	11 40	3 40	..	3 40
	32½ Pickering		8 30	10 50	1 40	5 30	7 10	8 30	8 0	5 6	4 0	38	Goathland		..	8 20	12 0	4 0	..	4 0
	38½ Levisham		9 45	..	2 0	..	7 25	8 45	..	..	..	29	Levisham		..	8 55	12 30	4 30	..	4 30
	47¼ Goathland		9 15	..	2 25	..	7 55	9 15	..	..	..	23	Pickering		7 20	9 15	12 45	4 35	..	4 35
	50¼ Grosmont		9 40	..	2 50	..	8 15	9 40	..	..	..	20	Marishes Road..		7 30	9 25	1 0	5 5	..	5 5
	53½ Sleights.....		9 50	..	2 55	..	8 25	9 50	..	..	..	16½	Rillingtn.fm Wby		7 40	9 35	1 10	5 15	..	5 15
	54⅝ Ruswarp		9 55	..	3 0	..	8 30	9 55	..	..	..	21	**Malton**.....		8 0	10 0	1 30	5 10	7 0	5 15
	56½ **Whitby** ....arr.		10 0	..	3 5	..	8 35	10 0	12 0	9 6	7 0	23½	Hutton.....		8 8	10 8	1 39	..	7 8	5 22
27⅝	Knapton		8 19	10 35	1 19	..	6 49	8 19	6 6	4 6	3 0	26¼	Castle Howard		8 15	10 15	1 45	5 20	7 15	5 27
29½	Heslerton		8 23	10 39	1 23	..	6 53	8 23	6 6	4 6	3 6	27	Kirkham		8 18	10 18	1 48	5 25	7 18	5 30
33	Sherburn		8 32	10 48	1 32	5 6	7 2	8 32	7 6	5 6	4 0	30½	Barton		8 28	10 28	1 58	..	7 28	5 39
34½	Ganton		8 36	10 52	1 36	..	7 6	8 36	8 0	5 6	4 0	32½	Flaxton.....		8 34	10 34	2 4	5 40	7 34	5 45
38½	Seamer, for Whitby		8 54	11 0	1 44	5 18	7 14	8 54	9 0	6 6	4 6	35½	Strensall		8 45	10 40	2 11	..	7 40	5 53
42½	**Scarborough** ....arr		9 0	11 15	2 0	5 30	7 30	9 0	10 0	7 0	5 0	37½	Haxby		8 50	10 46	2 16	..	7 46	5 58
												42½	**York**.....arr		9 5	11 0	2 30	6 10	8 0	6 15

LEEDS AND THIRSK.

Miles.	Down. Ripon to Thirsk	Week Days. 1,2,3 clss.	1, 2, 3 class.	1, 2, clss.	1,2,3 clss.	Sundy 1,2,3 clss.	1,2,3 clss.	Fares. 1st clss.	2nd clss.	3rd clss.	Up. Thirsk to Ripon	Week Days. 1, 2, 3 class.	1, 2, 3 class.	1&2 clss.	1,2,3 clss.	Sundy 1,2,3 clss.	1,2,3 clss.	Fares. 1st clss.	2nd clss.	3rd clss.
		mrn	morn	morn	aft	mrn	aft	s. d.	s. d.	s. d.		morn	morn	aft	aft	mrn	aft	s. d.	s. d.	s. d.
—	Harrogate (by Coach)	..	..	10	0 3	30	..	..	..	..	**Thirsk** ....depart	8 25	10 10	1 35	6 15	9	5 6	17	..	..
—	**Ripon**.....depart	7 45	9 35	12 10	5 30	7 0	5 40	..	..	..	York & N'castle Junc	8 32	10 18	1 43	6 25	9	15 6	25	..	..
3	Wath	7 52	9 42	12 17	5 37	7 7	5 47	0 10	0 7	0 5	Topcliffe	8 37	10 23	..	6 30	9	20 6	30	0 9	0 6
4½	Baldersby	7 57	9 47	12 22	5 42	7 12	5 52	1 3	0 10	0 7	Baldersby	8 42	10 28	1 53	6 35	9	25 6	35	1 2	0 10
6½	Topcliffe	8 2	9 52	..	5 47	7 17	5 57	1 8	1 2	0 10	Wath	8 47	10 33	1 58	6 40	9	30 6	40	1 6	1 1
9½	York& N'cas.Junc.ar	8 12	10 0	12 33	5 55	7 22	6 5	2 4	1 8	1 2	**Ripon**..... arr.	8 54	10 40	2 5	6 50	9	37 6	47	2 4	1 8
10	**Thirsk** ....arrival	8 20	10 5	12 40	6 0	7 30	6 10	2 4	1 8	1 2	Harrogate (by Coach)	10 30	..	4	0 8	30	..	..	..	..

A Coach leaves Middleham by Masham and Tanfield for Ripon, in time to meet No. 2 Down Train, and Returns by the same route in the evening. Coaches daily to Ripley, Knaresbro', Harewood, &c.

Secretary, George Locking, Hull.

HULL, SELBY, LEEDS, AND YORK.

J. Hibberd, Goods Manager, Hull.

Mls.	Up Trains.	1	Mail. 2	Exp. 3	4	5	mail 6	Sundays 7	mail
	Departure.	mrn	morn	morn	aft.	aft.	aft.	morn	aft.
	Hull	6*20	†8 35	10 20	1 50	5 0	6 10	6 20	6 0
4½	Hessle	6 30	8 46	10 30	1 59	5 10	6 20	6 30	6 10
7¼	Ferriby	6 38	8 54	10 36	2 7	5 17	6 27	6 38	6 18
10½	Brough	6 46	9 2	10 44	2 15	5 25	6 35	6 46	6 26
16½	Staddlethorpe	6 58	9 16	..	2 28	5 39	..	6 58	6 38
19	Eastrington	7 4	9 24	..	2 33	5 47	..	7 4	6 44
22½	Howden	7 14	9 32	11 5	2 42	5 55	6 58	7 14	6 54
27½	Cliff	7 24	9 43	..	2 55	6 6	..	7 24	7 4
31	**Selby**	7 35	10 0	11 30	3 15	6 20	7 20	7 35	7 20
55	Leeds (arrival)	8 50	11 20	12 45	4 30	..	8 30	8 50	8 30
51	York do.	8 50	11 20	12 15	4 15	7 20	..	8 50	8 30
—	**Newcastle**	1 0	3 0	6 0	8 5	11 0	..	9 15	..
48	Normanton arr.	9 28	11 0	12 40	4 40	..	8 20	11 0	8 20
51	Wakefield arr.	9 36	11 10	1 1	5 0	..	8 43	11 10	8 43
—	Halifax about	1025	12 15	2 12	5 52	..	9 55	12 15	9 50
98	Manchester	11 10	1 30	3 5	7 0	..	11 0	1 30	11 0
130	Liverpool	12 30	3 15	6 10	9 10	..	..	7 10	..
—	**Oakenshaw**	..	11 17	1 0	4 54	..	8 37	3 35	8 37
66	Swinton	..	11 58	1 40	5 33	..	9 6	4 20	9 6
76	Sheffield (arr.)	..	12 30	1 45	6 15	..	9 45	5 10	9 45
100½	Ambergate	..	1 8	2 15	7 20	..	..	6 10	..
111	**Derby**	..	1 40	2 45	8 0	..	10 50	6 50	10 50
126	Nottingham	..	3 15	5 10	9 0	..	..	7 55	..
141	Leicester (arr)	..	3 15	4 5	9 50	..	12 13	8 30	12 13
152	**Birmingham**	..	3 50	6 10	10 20	..	1 0	..	1 0
243	**London**	..	7 45	8 10	10 10	..	4 45	..	4 45

Mls	Down Trns	mai 11	2	3	4	5	7		Sunday. mail.	9
	Departure	aft.	mrn	morn	morn	morn	morn		aft.	morn
—	**London**	9 0	..	..	..	6 15	10 30	..	9 0	7½ 10
—	**Birmghm**	12 15	..	..	7 0	10 30	1 30	..	12 15	8 0
—	Leicester	12 45	..	..	7 45	10 45	2 15	..	12 45	1 45
—	Nottingham	10 0	..	..	8 15	10 15	3 0	..	10 0	9 0
—	**Derby**	2 15	..	6 0	9 20	12 30	4 0	..	2 15	3 45
—	Ambergate arr.	..	..	6 28	9 47	12 55	4 23	..	..	4 8
—	Sheffield.. dep.	3 20	..	7 20	10 45	1 40	4 50	..	3 30	4 50
—	Swinton	..	..	8 1	11 30	2 22	5 35	..	..	5 34
—	Oakenshaw	4 27	..	8 49	12 5	3 5	6 10	..	4 27	6 10
—	Liverpool	..	..	..	9 0	11 45	2 0	..	..	8 0
—	Manchester	..	..	6 15	10 15	1 0	3 30	..	..	10 15
—	Halifax	..	5 45	7 49	11 30	1 51	4 45	..	..	11 30
—	Wakefield	..	6 50	9 5	12 20	2 33	5 46	..	..	12 20
—	Normanton	4 45	7 20	10 0	12 30	3 15	6 20	..	4 45	6 20
—	**Newcastle**	10 20	..	..	5 30	8 0	11 0	2 15	..	..
—	York	..	7 25	9 50	12 30	3 0	6 30	..	..	6 30
—	Leeds	4 30	7 20	9 50	12 30	2 55	6 25	..	4 30	6 25
—	**Selby**	5 30	8*30	10 55	1 30	4 10	7 40	..	5 30	7 40
3	Cliff	..	8 37	11 2	..	4 15	7 46	..	5 36	7 46
8¾	Howden	5 48	8 50	11 14	1 46	4 28	7 59	..	5 48	7 59
11½	Eastrington	..	8 58	11 20	..	4 34	8 6	..	5 53	8 6
14	Staddlethorpe	6 0	9 4	11 27	1 58	4 41	8 12	..	6 0	8 12
20½	Brough	6 15	9 17	11 41	2 10	4 53	8 25	..	6 15	8 25
23½	Ferriby	6 22	9 25	11 47	2 18	5 1	8 32	..	6 22	8 32
26½	Hessle	6 29	9 32	11 54	2 25	5 8	8 38	..	6 29	8 38
31	**Hull**	6 50	9 50	12 15	2 45	5 30	9 0	..	6 50	9 0

Fares. from Hull to	Ordinary Trains. 1 Cls. s d	2 Cls. s d	3d Cls s d
Selby	5 6	4 6	3 0
Harrogate	13 0	10 6	8 0
York	9 0	7 6	5 0
Darlington	20 0	15 0	10 0
Newcastle	29 0	21 6	—
Leeds	10 6	8 6	5 6
Sheffield	15 6	12 3	7 6
Normanton	9 6	7 6	5 0
Derby	23 0	18 0	10 6
Manchester	18 6	15 0	9 3
Birmingham	32 0	24 6	—
London	49 0	38 0	—
Bridlington	6 0	4 6	3 6

Passengers for the market will be brought to Hull by a special train leaving Selby every Tuesday at 7½ a.m.; also leaving the stations as follows, Cliff 7 37, Wressel Bridge 7⅔, Howden 7 55, Eastrington 8 3, Staddlethorpe 8 12, Bromfleet 8 22, Crabley Creek 8 29, Brough 8 35, Ferriby 8⅔, and Hessle 8 55; returning from Hull at 3 30 p.m. to Selby, and the stations.

* Third class trains at a penny per mile. † Cheap train from Hull only to London.

EDINBURGH, GLASGOW, LANARK, CARLISLE AND THE SOUTH.—Caledonian.

Sec. and Gen. Manager, Capt. Coddington. Assistant Sec., A. Gibson. Res. Eng., J. Collister. Loc. Manager, R Sinclair. Supt., J Addison.

From Edinb.	From Glsgw.	Edinburgh, Glasgow, Carlisle, &c.	Week Days. 1 2 3 clss.	Exp 1 cls	1 & 2 Mail.	1 2 3 clss.	1 2 3 chp.	1 & 2 Mail.	Sundays 1, 2, 3 Mail.	1, 2, 3 Mail.
Mls.	Mls.		mrn	mrn	morn	aft	aft	aft	morn	aft
		GLASGOW dp.	6 40	10 20	11 5	1 40	4 50	9 5	11 5	9 5
Glasgow Line.	4½	Steps Road	..	..	..	..	5 5	..	..	..
	7	Garnkirk	..	..	..	..	5 13	..	..	..
	..	Greenhill Junction	..	10 0	10 50	1 29	4 44	..	..	..
	10½	Gartsherrie Junctn.	..	10 30	11 20	2 6	5 20	..	..	..
	9½	**Coatbridge**	7 5	..	11 30	2 15	5 27	9 30	11 30	9 30
	13	Holytown	7 16	..	..	2 24	5 37	..	..	..
	15	**Motherwell**	7 24	..	11 45	2 32	5 46	9 45	11 45	9 45
	18	Wishaw	7 35	..	..	2 44	5 57	..	..	..
	22	**Carluke**	7 49	..	p.m.	3 0	6 12	..	p.m.	..
	28	**Lanark**	8 8	..	12 15	3 21	6 32	10 15	12 15	10 15
5		**EDINBRO'**	7 0	10 30	11 15	2 0	5 15	9 15	11 15	9 15
10		Currie [Kirknewtn	7 15	..	..	2 17	5 33	..	..	..
15		**Midcalder and**	7 37	..	11 40	2 36	5 50	9 40	11 40	9 40
20½	Edinbro' Line.	W Calder & Torphin	7 46	..	..	2 53	6 6	..	..	..
26		Auchengray	8 0	..	..	3 9	6 21	..	..	..
		Carnwath	8 14	..	p.m.	3 26	6 36	..	p.m.	..
26½	30½	**Carstairs** Junc.	8 20	11 21	12 30	3 34	6 43	10 30	12 30	10 30
31½	35½	Thankerton [Biggr	..	..	..	3 48	6 57	..	..	..
33½	37½	**Symington** for	8 38	..	12 54	3 58	7 5	10 45	12 54	10 45
37	41	Lamington	8 48	..	..	4 9	7 15	..	..	..
42½	46½	**Abington**	9 3	..	1 20	4 26	7 31	11 10	1 20	11 10
47	51	Elvanfoot	9 16	..	..	4 42	7 47	..	..	..
60½	64½	**Beatock** for Mof-	9 50	12 21	2 10	5 22	8 23	12 0	2 10	12 0
65½	69½	Wamphray .. [fat.	10 3	..	..	5 37	8 37	..	..	..
71	75	Nethercleugh	10 16	..	..	5 53	8 51	a.m.	..	a.m.
74	78	**Lockerbie**	10 26	..	2 45	6 5	9 1	12 21	2 45	12 21
80	84	**Ecclefechan**	10 42	..	3 0	6 23	9 18	12 35	3 0	12 35
83	87	Kirtlebridge	10 51	..	..	6 33	9 27	..	..	..
87	91	Kirkpatrick	11 2	..	..	6 46	9 38	..	..	..
91	95½	**Gretna**	11 15	..	3 28	7 2	9 52	1 9	3 28	1 9
96	100	Rockcliffe	11 26	..	..	7 18	10 5	..	..	..
100	104	**CARLISLE** arr.	11 35	1 22	3 48	7 30	1015	1 29	3 48	1*29
		Preston	3 50	4 5	7 53	..	..	5*29	8 3	5 39
		Manchester	5 52	6 7	9 40	..	..	7 4	9 40	7 4
		Liverpool	6 2	6 17	10 0	..	..	7 14	10 0	7 14
		Birmingham	..	7 45	1 0	..	..	9 55	1 0	9 55
		London	..	10 30	4 45	..	..	1 0	4 45	1 0

Carlisle, Edinbro', and Glasgow, &c.	Week Days. 1 2 3 clss.	1 & 2 Mail.	1, 2, 3 clss.	1 2 3 chp.	1 2 3 clss.	Exp 1 cls	1 & 2 Mail.	Sundays 1, 2, 3 Mail.	1, 2, 3 Mail.
	mrn	aft	aft	mrn	mrn	mrn	morn	aft	morn
London (Departures.)	..	8 45	..	..	..	9 0	10 *0	8 45	10 0
Birmingham	..	12 30	..	..	6 30	12 0	1 0	12 30	1 45
Liverpool	..	..	..	7 45	10 40	1 10	3 25	..	..
Manchester	..	3 23	..	7 55	10 50	1 20	3 35	..	..
Preston	..	5 15	..	9 50	12 30	3 10	5 16	5 15	5 16
CARLISLE dp.	5 0	9 16	..	2 20	5 0	6 0	9 16	9 16	9 16
Rockcliffe	..	..	..	2 23	5 11	..	..	..	..
Gretna	5 22	9 36	..	2 49	5 25	..	9 35	9 36	9 35
Kirkpatrick	..	..	..	3 4	5 38	..	..	..	..
Kirtlebridge	..	..	..	3 17	5 49	..	..	..	..
Ecclefechan	5 49	10 2	..	3 29	6 0	..	10 0	10 2	10 0
Lockerbie	6 5	10 16	..	3 49	6 18	..	10 13	10 16	10 13
Nethercleugh	..	..	..	4 0	6 28	..	..	..	..
Wamphray ... [fat.	6 25	..	..	4 18	6 43	..	..	..	..
Beatock for Mof-	6 40	10 48	..	4 39	6 56	7 10	10 45	10 48	10 45
Elvanfoot	7 17	..	..	5 26	7 50	..	..	..	..
Abington	7 30	11 44	..	5 42	8 9	..	11 40	11 44	11 40
Lamington	7 44	..	..	6 0	..	..	..	..	..
Symington for	7 55	12 12	..	6 14	8 32	..	12 0	12 12	12 0
Thankerton [Biggr	8 2	..	..	6 23	..	..	a.m.	..	a.m.
Carstairs Junc.	8 20	12 30	3 34	6 43	8 53	8 14	12 15	12 30	12 15
Lanark (Glasgow Line.)	8 29	12 42	3 44	6 51	9 2	..	12 27	12 42	12 27
Carluke	8 48	..	4 2	7 10	9 19	..	..	..	..
Wishaw	8 59	..	4 15	7 21	9 30	..	..	..	..
Motherwell	9 9	1 15	4 26	7 30	9 40	..	1 0	1 15	1 0
Holytown	9 16	..	4 34	7 37	..	..	..	..	..
Coatbridge	9 27	1 28	4 46	7 48	9 55	..	1 13	1 28	1 13
Gartsherrie Jn.	9 35	1 30	..	7 55	..	9 0	..	..	..
Greenhill Jun.	1010	2 0	..	8 25	..	9 30	..	..	..
Garnkirk	..	..	..	8 0	..	..	..	..	..
Steps Road	..	..	..	8 9	..	..	..	..	..
GLASGW	9 45	1 55	5 10	8 20	1015	9 10	1 40	1 55	1 40
Carnwath. dep. (Edinbr'Lu)	8 25	..	3 38	8 6	47	..	..	..	..
Auchengray	8 39	..	3 57	7	..	..	..	..	..
West Calder	8 53	..	4 6	7 27	..	..	..	..	..
Midcalder	9 6	1 15	4 32	7 44	9 36	..	1 0	1 15	1 0
Currie	9 19	..	4 47	8 0	9 49	..	..	..	..
EDNBRO'	9 30	1 45	5 0	8 15	10 0	9 0	1 30	1 45	1 30

A Market Train on Saturdays, from Beatock to Carlisle, at 7 a.m.

Fares, between Edinburgh or Glasgow and Carlisle, first class, 21s.; second, 16s. 8d., third, 8s. 4d. * First class only from these places.

EDINBURGH & GLASGOW LOCAL TRAINS.—Caledonian.

Stations	WEEK-DAYS. 1,2,3 Clas.	1 & 2 Mail	1,2,3 Class	1,2,3 chp.	SUNDAY. 1,2,3 Mail	1,2,3 Mail
	morn	morn	aft	aft	mrn	aft
EDINBURGH	7 0	11 15	2 0	5 15	11 15	9 15
Currie	7 15	..	2 17	5 33	..	..
Midcalder & Kirknewtn	7 37	11 40	2 36	5 50	11 40	9 40
W. Calder and Torphin	7 46	..	2 53	6 6	..	..
Auchengray	8 0	..	3 9	6 21	..	..
Carnwath	8 14	p.m.	3 26	6 36	p.m.	..
CARSTAIRS Junction	8 20	12 30	3 34	6 43	12 30	12 15
LANARK	8 29	12 42	3 44	6 51	12 42	12 27
CARLUKE	8 48	..	4 2	7 10	..	..
Wishaw	8 59	..	4 15	7 21	..	..
MOTHERWELL	9 9	1 15	4 26	7 30	1 15	1 0
Holytown	9 16	..	4 34	7 37	..	..
COATBRIDGE	9 27	1 28	4 46	7 48	1 28	1 13
Garnkirk	..	..	..	8 0	..	..
Steps Road	..	..	..	8 9	..	..
GLASGOW arr.	9 45	1 55	5 10	8 20	1 55	1 40

Stations	WEEK-DAYS. 1,2,3 class	1 & 2 Mail	1,2,3 class	1,2,3 chp.	SUNDAY. 1 2 3 Mail	1 2 3 Mail
	mrn	mrn	aft	aft	mrn	aft
GLASGOW ..dep.	6 40	11 5	1 40	4 50	11 5	9 5
Steps Road	..	..	..	5 5	..	..
Garnkirk	..	..	..	5 13	..	..
COATBRIDGE	7 5	11 30	2 13	5 27	11 30	9 30
Holytown	7 16	..	2 24	5 37	..	..
MOTHERWELL	7 24	11 45	2 32	5 46	11 45	9 45
Wishaw	7 35	..	2 44	5 57	..	..
CARLUKE	7 49	p.m.	3 0	6 12	p.m.	..
LANARK	8 8	12 15	3 21	6 32	12 15	10 15
CARSTAIRS Junc	8 20	12 30	3 34	6 43	12 30	12 15
Carnwath..... dep.	8 25	..	3 38	6 47	..	..
Auchengray	8 39	..	3 57	7 7	..	..
West Calder	8 53	..	4 16	7 27	..	..
MIDCALDER	9 0	1 15	4 32	7 44	1 15	1 0
Currie	9 19	..	4 47	8 0	..	..
EDINBURGH arr.	9 30	1 45	5 0	8 15	1 45	1 30

A Market train on Saturdays from Beatock to Carlisle, at 7 a.m.

EXTRA SPECIAL TRAINS.—From Edinburgh, at 8 and 11 a.m.; 4½ and 8 p.m. **From Glasgow,** at 8 and 11 a.m.; 4½ and 8½ p.m. These trains do not stop at intermediate stations.—FARES, first class 4s.; second 3s.; third 2s. 6d.

ABERDEEN RAILWAY.

Montrose, Brechin, and Forfar to Arbroath, Dundee & Perth.

	mail	mrn	morn	aft	aft	mail
Aberdeen, coach.	2 30	..	6 30	..	12 45	.. 5 30
Montrose dp.	6†51	8 0	10 50	2 15	4 50	7 15 †9 51
Brechin	6 51	8 0	10 50	2 15	4 50	7 15 ..
Forfar	..	8 10	11 0	2 25	5 0	7 25 ..
Dubton	..	8 5	10 55	2 20	4 55	7 20 ..
Bridge of Dun ..	7 5	8 13	11 3	2 27	5 3	7 28 10 5
Farnell Road ..	..	8 22	11 12	..	5 11	7 36 ..
Glasterlaw	7 20	..	11 21	2 41	.. 7	44 10 20
Clocksbriggs....	..	8 16	11 6	..	5 6	7 31 ..
Auldbar Road ..	..	8 22	11 12	2 35	5 12	7 37 ..
Guthrie	..	8 28	11 18	2 40	5 17	7 43 ..
Friockheim Junc	7 25	8 34	11 27	2 47	5 23	7 50 10 25
Leysmill	7 30	8 40	11 31	2 51	5 29	7 56 10 30
Colliston..	7 35	8 45	11 36	2 56	5 35	8 1 10 35
Arbroath arr.	7 45	8 55	11 45	3 5	5 45	8 10 10 45

Arbroath to Montrose, Brechin and Forfar.

	mail	mrn	morn	mail	aft	aft
Arbroath.. dep	2†38	8 15	11 10	2†38	5 5	7 30
Colliston	2 48	8 23	11 18	2 47	5 13	7 38
Leysmill	..	8 28	11 23	2 52	5 17	7 44
Friockheim Junc.	2 56	8 34	11 29	2 59	5 23	7 50
Guthrie	..	8 40	11 35	3 5	5 29	7 56
Auldbar Road....	..	8 46	11 41	3 12	5 35	8 2
Clocksbriggs	..	8 52	11 47	3 21	..	8 8
Glasterlaw	3 0	8 39	11 34	..	5 28	7 53
Farnell Road	..	8 48	11 43	3 13	5 37	8 2
Bridge of Dun ..	3 18	8 57	11 52	3 22	5 48	8 13
Dubton.....	..	9 5	12 0	..	5 55	8 20
Montrose.. arr	3 33	9 10	12 5	3 33	6 0	8 25
Brechin	..	9 10	12 5	3 35	6 0	8 25
Forfar	..	9 0	11 55	3 30	5 45	8 15
Aberdeen, coach..	7 30	..	4	5 7	30 10 0	..

† The Mail trains wait the arrival of the Mail Coaches at Montrose and Perth.

Passengers proceeding by the above trains from Montrose and Brechin at 8, and 10 50 a.m. and 2¼ p.m., may also proceed by Arbroath and Dundee to Perth, arriving in time for the trains to Edinburgh and Glasgow.

MONTROSE AND BRECHIN TRAINS.

Montrose to Brechin.—From Montrose at 8¾ and 11 40 a.m., 3 10, 5 35, and 8 p.m.
Brechin to Montrose.—From Brechin at 8 and 10 50 a.m., 2¼, 4 50, and 7¼ p.m.

THROUGH FARES.

BETWEEN	Brechin. 1 cl.	2 cl.	3 cl.	Forfar. 1 cls	2cls	3 cls	Arbroath. 1 cls	2 cls	3 cls	Dundee. 1 cls	2 cls	3 cls	Perth. 1 cls	2 cls	3 cls
	s d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Montrose and	1 4	1 0	0 8	3 0	2 0	1 6	2 6	1 9	1 3	5 0	3 9	2 7	8 0	5 9	4 1
Brechin and	..	..	..	2 6	1 9	1 3	2 6	1 9	1 3	5 0	3 9	2 7	8 0	5 9	4 1
Forfar	..	..	..	..	..	..	2 3	1 9	1 3	4 †0	3 9	2 0	7 0	5 0	3 6

† Fares from Forfar to Dundee with Return Tickets—First class 4s. 6d.; 2nd class 3s. 6d.; 3rd class 2s. 6d.

EDINBURGH & GLASGOW.—46 Miles.

Secretary, H. G. Wright, Glasgow. J. Latham, Gen. Manager.

Miles	Down Trains. Edinburgh to Glasgow. DEPART FROM	1, 2, 3 & 4	1,2,3 mail	1 2 3 clss.	1 2 3 exp.	1 &2 clss.	1 2 3 clss.	1 2 3 class.	1& 2 ex.ml	1 2 3 clss	1 2 3 clss.	1,2,3 clss.	1, 2, 3 & 4	1 2 3 clss.	1, 2, 3 cls	1 &2 mail	Fares frm Edn 1Cls	2Cls	3 Cl.
		mrn	mrn	mrn	mrn	mrn	mrn	morn	aft	mrn	aft	aft	aft	aft	at	mrn	s. d.	s. d.	s d.
	London ...	..	..	..	..	..	..	..	..	..	9 0	..	..	..	..	9 30	..	..	..
	Newcastle.	..	..	..	..	..	..	..	..	8 0	..	10 35	..	..	..	6 20	..	..	..
—	**Edinburgh.**	7 0	8 0	8 15	10 0	11 0	11 15	1 0	2 0	3 30	4 30	5 30	8 0	8 30	10 0	0	..	..	..
1½	Haymarket ..	7 8	..	8 23	..	..	11 23	..	2 8	..	..	5 38	..	8 38	..	..	..	..	..
4	Corstorphine..	7 15	..	..	..	..	11 30	..	..	3 42	..	5 45	..	8 45	..	0	6 0	4	0 3
5½	Gogar	7 20	..	..	..	..	11 33	..	2 17	3 46	..	5 50	..	8 49	..	0	9 0	6	0 4
8½	Ratho.....	7 26	..	8 35	..	..	11 38	..	2 23	3 51	..	5 56	..	8 55	..	1	4 1	0	0 7
—	Broxburn	7 32	..	..	..	..	..	..	..	..	..	6 0	..	..	..	1	6 1	3	0 8
12¼	Winchburgh..	7 38	..	..	..	..	11 46	..	2 30	3 58	..	6 4	..	9 3	..	2	0 1	6	0 10
17½	**Linlithgow**	7 50	..	8 55	10 30	..	11 57	1 30	2 45	4 10	..	6 15	..	9 15	1030	3	0 2	3	1 4
22½	Polmont.....	8 0	..	9 5	..	..	12 7	..	2 55	4 20	..	6 25	..	9 25	..	3	9 2	9	1 9
26	**Falkirk**	8 10	..	9 15	10 45	..	12 25	1 45	3 10	4 30	..	6 35	..	9 37	1046	4	6 3	3	2 0
32	**Castlecary**	8 30	..	9 30	..	..	12 41	..	3 25	4 45	..	6 50	..	9 55	..	5	6 4	0	2 6
36	Croy	8 45	..	9 43	..	..	12 50	..	3 40	..	..	7 6	..	10 5	..	6	0 4	6	2 10
40½	Kirkintilloch..	9 0	..	9 47	..	..	1 0	..	3 45	5 5	..	7 20	..	1015	..	7	0 5	0	3 3
40¼	Bishop-Briggs	9 10	..	..	..	..	..	..	..	..	..	7 34	..	..	..	7	6 5	6	3 6
47¼	**Glasgow** ar.	9 30	9 40	1015	11 20	1230	1 30	2 20	4 15	5 30	6 0	7 45	9 30	1045	11 20	8	0 6	0	3 10

Up Trains. Glasgow to Edinburgh.—A. J. Adie, Acting Eng. DEPART FROM	1,2, & 4	1 2 3 mail	1 &2 exp.	1, 2, 3 cls	1,2,3 clss.	1 &2 exp.	1 2 3 clss.	1 &2 exp.	1,2,3 clss	1 2 3 clss.	1, 2, 3 & 4	1, 2, 3 clss.	1 2 3 mail	1 &2 mail	Frm Glasgow. 1Cls.	2Cls	3Cls	4Cls
	mrn	mrn	mrn	mrn	mrn	mail	aft	aft	aft	aft	aft	aft	aft	aft	s. d.	s. d.	s. d.	s. d.
Glasgow ..	6 30	8 0	10 0	11 0	11 45	1 0	2 0	3*0	4 0	4 15	5 0	7 30	8 30	10 0	..	..	..	..
Bishop-Briggs	6 45	..	..	..	..	..	..	..	..	..	5 15	..	..	..	0	8	9	6 0 3 0 2
Kirkintilloch..	6 55	..	..	..	12 5	..	2 18	..	..	4 33	5 25	7 53	..	..	1	0	0	6 0 6 0 3
Croy	7 5	..	..	..	12 15	..	2 28	..	..	4 42	5 35	8 2	..	..	2	0	1	0 0 11 0 5
Castlecary	7 15	..	10 35	..	12 25	..	2 38	..	..	4 50	5 45	8 12	..	10 45	2	9	2	0 1 3 0 8
Falkirk	7 35	8 35	10 45	..	12 40	1 30	2 50	3 35	..	5 3	6 5	8 26	..	11 5	4	0	3	0 1 9 1 2
Polmont.....	7 45	..	..	..	12 52	..	3 0	..	..	5 13	6 15	8 35	..	..	4	6	3	3 2 1 1 6
Linlithgow	7 55	..	11 0	..	1 1	1 50	3 10	3 55	..	5 23	6 25	8 45	..	11 30	5	3	4	9 2 5 1 8
Winchburgh..	8 10	..	..	..	1 11	..	3 18	..	..	5 33	6 40	..	..	..	6	3	4	6 2 11 2 0
Broxburn	8 17	..	..	..	..	..	..	..	..	..	6 46	..	..	..	6	6	4	9 3 1 2 2
Ratho.....	8 24	..	..	..	1 22	..	..	..	..	5 42	6 52	9 5	..	12 0	7	0	5	0 3 3 2 4
Gogar	8 35	..	..	..	1 29	..	3 35	..	..	..	7 0	9 13	..	..	7	6	5	6 3 6 2 6
Corstorphine..	8 40	..	..	..	1 35	..	..	..	..	..	7 5	9 20	..	..	7	9	5	9 3 7 2 6
Haymarket ..	8 50	..	..	..	1 45	..	..	..	..	6 0	7 15	9 30	..	..	..	..	..	.. .. ..
Edinbro' ar.	9 0	9 25	11 30	12 30	1 55	2 20	4 0	4 25	5 35	6 15	7 30	9 45	10 0	12 30	8	0	6	0 3 10 2 6
Newcastle.	..	1 5	..	..	..	..	..	8 50	..	..	..	..	..	..	..	..	..	.. ..
London	..	10 10	..	..	..	..	..	8 0	..	..	..	..	..	..	..	..	..	.. ..

FARES: Glasgow to London, 1st class exp. 66s.; 2nd class exp. 39s. 6d.; 1st class mail, 56s. 6d.

EDINBURGH & GLASGOW in connexion with the Scottish Central Trains TO STIRLING AND PERTH.

Edinburgh and Glasgow to Stirling and Perth

STATIONS.	1 2 3 class	1 & 2 class	1 2 3 class	1 & 2 class	1 2 3 class	1 2 3 class
Trains leave	morn	morn	morn	aft	aft	aft
EDINBURGH ..	7 0	10 0	11 0	1 0	3 30	..
GLASGOW	7 30	10 0	11 30	1 30	4 0	7 30
Bishop Briggs ..	7 45	..	..	..	..	..
Kirkintilloch	7 55	..	..	..	..	..
Croy	8 5	..	..	..	..	..
Castlecary	8 15	..	..	..	..	..
Scottish Cen. Jun.	8 30	10 53	12 30	2 0	4 40	8 15
Larbert	8 38	11 3	12 38	..	4 48	8 23
STIRLING	9 2	11 19	12 58	2 20	5 8	8 48
Bridge-of-Allan..	9 16	11 31	1 12	..	5 18	9 0
Dunblane.....	9 27	11 41	1 22	..	5 26	9 9
Greenloaning	9 49	11 58	1 39	..	5 42	9 31
Auchterarder	10 15	12 19	2 6	..	6 3	9 38
PERTH ..arrive	11 0	1250	2 35	3 30	6 40	10 45

Perth and Stirling to Edinburgh and Glasgow.

Miles.	STATIONS.	1 2 3 class	1 & 2 class	1 2 3 class	1 2 3 class.	1 2 3 class.	1 2 3 class
	Trains leave	morn	morn	aft	aft	aft	aft
—	PERTH	6 0	8 45	11 30	2 30	5 30	7 0
13½	Auchterarder	6 40	9 12	12 0	3 6	6 13	7 40
22	Greenloaning	7 7	9 38	12 22	3 28	6 41	8 7
28	Dunblane.....	7 25	..	12 35	3 44	7 4	8 25
30	Bridge of Allan....	7 32	9 55	12 42	3 51	7 13	8 32
33	STIRLING	7 40	10 0	12 50	4 0	7 24	8 40
41	Larbert	8 0	10 18	1 10	4 22	7 54	9 6
45	Scottish Cen. Junc.	8 28	10 30	1 25	4 55	8 15	9 25
47	Castlecary	8 30	..	1 30	5 0	8 20	..
51	Croy	8 45	..	1 38	5 10	8 30	..
55½	Kirkintilloch	9 0	..	1 45	5 20	8 40	..
58½	Bishop Briggs	9 10	..	1 55	5 30	8 50	..
62¾	GLASGOW arrive	9 30	11 20	2 5	5 40	..	10 15
75	EDINBURGH ..	9 20	11 30	2 20	6 0	9 45	..

CAMPSIE BRANCH.—Edinburgh and Glasgow.

Miles.	Glasgow to Campsie.	Down Trains. 1,2,3 class.	1,2,3 class.	1,2,3 class.	1,2,3 class.	Fares. 1st class.	2nd class	3rd class.
		morn	morn	aft.	aft.	s. d.	s. d.	s. d.
	Glasgow.....dep.	7 45	10 30	3 30	6 30	.. ..	.. ..	.. ..
3½	Bishop-Briggs	7 55	10 40	3 40	6 40	0 8	0 6	0 3
6¼	Kirkintilloch Junction	8 5	10 50	3 50	6 50	1 0	0 9	0 6
8	Kirkintilloch	8 12	10 57	3 57	6 57	1 0	0 9	0 6
9½	Miltown	8 19	11 4	4 4	7 4	1 6	1 3	0 10
11½	**Lennoxtown** arr.	8 25	11 10	4 10	7 10	2 0	1 6	1 0

Miles.	Campsie to Glasgow.	Up Trains. 1,2,3 class	1,2,3 class	1,2,3 class	1,2,3 class	Fares. 1st class	2nd class	3rd class
		morn	noon	aft.	aft.	s. d.	s. d.	s. d.
	Lennoxtown dep.	9 10	12 0	4 30	7 30	.. ..	.. ..	.. ..
1⅞	Miltown	9 16	12 6	4 36	7 36	0 4	0 3	0 2
3½	Kirkintilloch	9 23	12 13	4 43	7 43	0 8	0 6	0 4
5¼	Kirkintilloch Junction	9 30	12 20	4 50	7 50	0 10	0 8	0 6
7½	Bishop-Briggs	9 40	12 30	5 0	8 0	1 6	1 0	0 9
11½	**Glasgow** .....arr.	9 50	12 40	5 10	8 10	2 0	1 6	1 0

AIRDRIE AND COATBRIDGE.

From Airdrie at 8 and 10⅔ morn., 1⅔ and 5½ aft. **From Glasgow** at 9 morn., 12¼, 3½, and 6½ aft.

SLAMANNAN RAILWAY.

Geo. Knight, Secretary.

From Airdrie to Linlithgow at 7⅔ morn. and 4¾ aft. **From Linlithgow to Airdrie** at 9½ morn. and 6½ p.m., stopping.

FARES to and from Airdrie, 1st class 2s. 9d., 2nd 2s., 3rd 1s. 8d.

DALKEITH AND HAWICK BRANCH.—North British.

Mls	DOWN.	1 2 3 gov.	1 2 3 class.	1 2 3 class.	1 2 3 clss	1 2 3 clss	1 2 3 gov.	1 2 3 clss.	Fares. 1 cl.	2 cl.
		mrn	mrn	morn	aft	aft	aft	aft	s. d.	s. d.
	Edinburgh..dep.	8 30	9 15	11 15	1 0	3 0	4 40	6 0	8 30	.. ..
3	Portobello	8 37	9 22	11 22	1 7	3 7	4 47	6 7	8 37	0 6	0 4
4½	Niddrie	8 42	9 27	11 27	1 12	3 12	4 52	6 12	8 42	0 8	0 6
6	Miller Hill.....	..	..	11 30	..	..	4 55	..	8 45	0 10	0 8
8	Dalkeith	8 50	9 35	11 35	1 20	3 20	5 0	6 20	8 50	1 0	0 9
9	Dalhousie	8 55	9 40	11 40	..	3 25	5 5	6 25	..	1 2	0 10
12	Gorebridge	9 5	..	11 55	..	3 40	..	6 35	..	2 0	1 6
16	Tyne-Head	9 18	..	12 7	..	3 52	..	6 48	..	3 2	2 2
19¼	Heriot	9 28	..	12 15	..	4 0	..	6 58	..	3 10	2 10
22¾	Burn House	9 39	..	12 25	..	4 10	..	7 9	..	4 0	3 4
27	Stow	9 52	..	12 39	..	4 24	..	7 22	..	5 6	4 0
29	**Bowland** .... arr.	10 0	..	12 45	..	4 30	..	7 30	..	6 0	4 4

UP.	1 2 3 gov.	1 2 3 class.	1 2 3 class.	1 2 3 clss.	1 2 3 clss.	1 2 3 clss.	1 2 3 gov.	1 2 3 clss.
	mrn	morn	morn	aft	aft	aft	aft	aft
Bowland.....dep	7 50	..	11 15	..	3 0	..	6 50	..
Stow.....	7 58	..	11 23	..	3 8	..	6 58	..
Burn House	8 11	..	11 36	..	3 21	..	7 11	..
Heriot	8 22	..	11 46	..	3 31	..	7 22	..
Tyne Head	8 32	..	11 55	..	3 40	..	7 32	..
Gorebridge	8 45	..	12 10	..	3 55	..	7 45	..
Dalhousie	8 55	10 10	12 20	..	4 5	5 20	7 55	..
Dalkeith	9 0	10 15	12 25	2 20	4 10	5 25	8 0	9 0
Miller Hill	..	10 20	..	2 25	..	5 30	..	9 5
Niddrie	9 8	10 23	12 33	2 28	4 18	5 33	8 ..	8 9
Portobello	9 12	10 27	12 37	2 32	4 22	5 37	8 12	9 12
Edinburgh....arr.	9 20	10 35	12 45	2 40	4 30	5 45	8 20	9 20

On Sundays.—From Edinburgh, 8½ morn. and 6 aft.; from Bowland, 8¾ morn. and 7¼ aft.

Edinburgh to Musselburgh.—At 9 and 10½ morn., 12¼, 2, 4¼, 6½, 8, and 9½ aft.

Musselburgh to Edinburgh.—At 8½, 9½, and 11¼ morn., 1, 3, 4 40, 6¾, and 8½ aft.

Musselburgh to Dalkeith.—At 8½ and 11¼ morn., 1, 3, 4 40, and 8½ aft.

Dalkeith to Musselburgh.—At 9 and 10¼ morn., 4 10, and 8 aft.

Edinburgh to Portobello.—At 8, 8½, 9, 9½, 10½, and 11¼ morn., 12¼, 1, 2, 2¾, 3, 4¼, 4 40, 6, 6½, 7¼, 8, 8½, and 9½ aft.

Portobello to Edinburgh.—At 8 40, 8 50, 9 10, 9 40, 10 25, 11 25, and 11 55 morn.; 12 35, 1 10, 2½, 3 10, 4 20, 4 50, 5 35, 6 5, 6 55, 8 10, 8 40, 9 10, and 9 20 aft.

PERTH, EDINBURGH, and GLASGOW.—Scottish Central

Mls.	Stations.	1 2 3 clss.	Exp.	1 & 2 class.	1 & 2 class.	1 2 3 clss.	1 2 3 clss.	1 2 3 clss.	Fares fm Perth 1 cl.	2 cl.
	TRAINS LEAVE	mrn	morn	morn	morn	aft	aft	aft.	s. d.	s. d.
—	**Perth**	6 0	8 30	8†45	11 30	2 30	5 30	7 0	.. ..	.. ..
4	Forgandenny..	6 8	..	..	..	..	5 38	7 8	0 10	0 7
7	Forteviot	6 18	..	..	11 44	2 44	5 49	7 18	1 6	1 0
9½	Dunning.....	6 27	..	..	..	2 53	5 59	7 27	2 0	1 5
13½	Auchterarder..	6 40	..	9 12	12 0	3 6	6 13	7 40	2 10	2 0
18	Blackford	6 54	..	9 25	..	..	6 28	7 54	3 9	2 7
22	Greenloaning	7 7	..	9 38	12 22	3 28	6 41	8 7	4 7	3 3
25½	Kinbuck.....	7 17	..	..	..	..	6 54	8 17	5 4	3 9
28	Dunblane ...	7 25	..	..	12 35	3 44	7 4	8 25	5 10	4 1
31	Bridge of Allan	7 32	..	9 55	12 42	3 51	7 13	8 32	6 3	4 4
33	**Stirling**	7 40	9 30	10 0	12 50	4 0	7 24	8 40	6 10	4 10
33½	Bannockburn	7 50	..	..	12 58	..	7 37	8 50	7 5	5 2
41	Larbert	8 6	..	10 18	1 10	4 22	7 54	9 6	8 6	6 0
45	Greenhill Junc.	8 25	10 0	10 30	1 25	4 40	8 15	9 25	9 4	6 7
—	**Edinb**... arr.	9 20	..	11 30	2 20	6 0	9 45	..	10 6	7 6
—	**Glasgow** „	9 30	..	11 20	2 5	5 40	..	10 15	12 0	8 6
—	**Carlisle** „	..	1 22	3 48	7 30	10 20	.	..	..	..
—	**Birmng.** „	..	7 45	1 0	..	..	..	..	..	..
—	**London** „	.	10 30	4 45	..	..	..	..	..	..

Stations.	1,2,3 class	1 & 2 class.	1 2 3 class.	1 & 2 clss.	1 2 3 clss.	1 2 3 clss.	Exp	Fares fm Edinb. 1 cl.	2 cl.	Fares fm Glsgw 1 cl.	2 cl
	morn	morn	morn	aft	aft	aft	m n	1 cls.	2 cl.	1 cl.	2 cl
London dep.	..	..	..	8 45	..	..	9 0	s. d.	s. d.	s. d.	s. d.
Birming. „	..	..	..	1230	..	..	12 0	.. ..	.. ..	.. ..	.. ..
				mrn			aft				
Carlisle „	..	5 0	..	9 16	..	..	5 58	.. ..	.. ..	.. ..	.. ..
Ediub...dep.	7 0	10 *0	11 0	1 *0	3 30	..	8 *0	.. ..	.. ..	.. ..	.. ..
Glasgow ..	7 30	10 *0	11 30	1*30	4 0	7 30	..	.. ..	.. ..	.. ..	.. ..
Greenhill Junc.	8 30	10 55	12 30	2 0	4 40	8 15	9 30	.. ..	.. ..	.. ..	.. ..
Larbert	8 38	11 3	12 38	..	4 48	8 23	..	5 10	4 7	3 6	2 7
Bannockburn	8 53	..	..	..	..	8 38	..	6 11	5 5	4 7	3 5
Stirling	9 2	11 19	12 58	2 20	5 8	8 48	9 50	7 6	5 9	5 2	3 9
Bridge of Allan	9 16	11 31	1 12	..	5 18	9 0	..	8 1	6 3	5 9	4 3
Dunblane	9 27	11 41	1 22	..	5 26	9 9	..	8 6	6 6	2 4	6
Kinbuck	9 38	..	..	..	..	9 19	..	9 0	6 10	5 8	4 10
Greenloaning..	9 49	11 58	1 39	..	5 42	9 31	..	9 9	7 4	5 5	4
Blackford	10 2	..	..	..	5 52	9 44	..	10 0	7 6	8 3	6 0
Auchterarder..	10 15	12 19	2 0	..	6 3	9 58	..	10 6	7 6	9 2	6 7
Dunning.....	10 27	..	..	..	6 15	1011	..	10 6	7 6	10 0	7 2
Forteviot	10 36	..	2 20	..	6 24	1021	..	10 6	7 6	10 6	7 7
Forgandenny..	10 46	..	..	..	..	1032	..	10 6	7 6	11 2	8 0
Perth....arr.	11 0	12 50	2 35	3 30	6 40	1045	11 0	10 6	7 6	12 0	8 6

Passengers are also booked to Falkirk and Linlithgow by all the Trains going to Edinburgh, with the exception of the 6 A.M. Train, by which Passengers are booked to Falkirk only; and to Castlecary and Kirkintilloch, by all the Trains going to Glasgow, with the exception of the 8¾ and 11½ a.m. trains. Fare by the 3rd class trains is 1d. per mile.

* Wait the arrival of trains at Greenhill Junction.

† Wait 15 minutes at Greenhill Junction.

GLASGOW, DUMFRIES, and CARLISLE.

J. Fairfull Smith, Sec.

Miles.	Down.	From Dumfries. 1 2 3 class.	1 2 3 class.	1 & 2 class.	1 & 2 class.	2 1 2 3 class.	Fares fm Dmfries. 1 clss	2 clss
		morn	morn	morn	aft	aft	s. d.	s. d.
—	**Dumfries** ....dep.	8 15	9 50	11 40	2 10	4 0	.. ..	..
8¼	Ruthwell	8 35	10 10	12 0	2 30	4 20	1 4	1 0
11¼	Cummertrees	8 45	10 20	12 10	2 40	4 30	1 11	1 5
15	Annan.....	8 55	10 30	12 20	2 50	4 40	2 6	1 10
17½	Dornock.....	9 5	10 40	12 30	3 0	4 50	2 11	2 2
24	**Gretna**.....arr.	9 20	10 55	12 45	3 15	5 5	4 0	3 0

Miles.	Up.	From Gretna. 1 2 3 class.	1 2 3 class.	1 & 2 class.	1 2 3 class.	1 & 2 class.	Fares frm Gretna 1 clss	2 clss
		morn	morn	aft	aft	aft	s. d.	s. d.
	Gretna .....dep.	9 40	11 10	12 50	6 50	9 40	.. ..	..
6½	Dornock.....	10 0	11 30	3 10	7 10	10 0	1 1	0 9
9	Annan.....	10 10	11 40	3 20	7 20	10 10	1 6	1 1
12¼	Cummertrees	10 20	11 50	3 30	7 30	10 20	2 0	1 6
15¾	Ruthwell	10 30	12 0	3 40	7 40	10 30	2 7	1 11
24	**Dumfries** ....arr.	10 50	12 20	4 0	8 0	10 50	4 0	3 0

From Dumfries to Glasgow, the "Standard" Coach, by Thornhill, Sanquhar, Kirkconnell, New Cumnock, Old Cumnock, and Auchinleck, the present terminus of the Glasgow and Ayr Railway.

EDINBURGH, CUPAR, DUNDEE, & PERTH,—Edinburgh and Northern.

Mls.	DOWN. From Edinbro'.	1 2 3 clss. Mail.	1 2 4 Mail.	1 2 3 class.	1 & 2 class.	1 2 3 clss.	1 & 2 4 cls	1 2 3 mai	FARES from Edinburgh. 1 cl.	2 cl.	3cl.	4 cl.
	Trains Leave	mrn	morn	morn	aft	aft.	aft.	aft.	s. d.	s. d.	s. d.	s. d.
—	**Edinburgh**	7 0	8*17	10 20	1 0	3 0	4 15	8*17	..	..	..	..
3	Granton ....(Ferry)	7 20	8 37	10 40	1 20	3 20	4 35	8 37	..	..	..	..
8	Burntisland	7 55	9 17	11 15	1 55	3 55	5 15	9 17	1 4	1 2	0 10	0 8
10½	Kinghorn	..	6 25	..	2 2	..	5 20	9 25	2 0	1 6	1 1	0 10
14	Kirkcaldy	8 7	9 57	11 27	2 9	4 7	5 29	9 37	2 9	2 0	1 4	1 1
15	Sinclairtown	..	9 40	..	..	4 10	5 32	Sun.	3 0	2 1	1 6	1 3
16	Dysart	8 13	9 45	11 33	2 15	..	5 37	Sun.	3 3	2 3	1 6	1 3
21	Markinch	8 24	10 3	11 43	2 25	4 24	5 52	10 3	4 3	3 0	2 1	1 9
24	Falkland Road.....	..	10 13	11 50	..	..	6 0	Sun.	5 0	3 6	2 6	2 0
26	Kingskettle	..	10 19	..	2 35	..	6 5	10 19	5 3	3 9	2 9	2 2
27	Ladybnk(DundeeJn.)	8 37	10 25	11 56	2 40	4 35	6 10	10 22	5 6	4 0	2 9	2 3
30	Springfield.....	..	10 30	..	2 45	..	6 17	..	6 3	4 4	3 0	2 6
32½	**Cupar**.... arrival..	8 47	10 35	12 6	2 51	4 45	6 23	10 33	6 9	4 9	3 3	2 8
35½	Dairsie	..	10 45	..	3 0	..	6 32	Sun.	7 4	5 2	3 8	2 11
39	Leuchars	9 5	10 55	12 25	3 10	5 2	6 40	10 55	8 0	5 6	4 0	3 3
44	Ferry-Port-on-Craig..	9 15	11 10	12 40	3 24	5 15	6 53	11 5	8 6	6 0	4 0	3 8
47	**Dundee** ....[about	9 45	11 30	1 5	3 50	5 45	7 20	11 30	8 6	6 0	4 0	3 9
	Broughty Ferry	9 30	11†20	1 0	3 35	5 30	7 7	..	..	..	..	..
29¾	Collessie.....	8 42	10 28	12 3	..	4 42	6 17	..	6 3	4 3	3 0	2 5
34¼	Newburgh	8 49	10 38	12 11	2 51	4 50	6 26	10 38	7 0	5 0	3 6	2 9
37¼	Abernethy	..	10 44	..	2 57	..	6 32	10 44	7 6	5 3	3 6	3 1
41	Bridge of Earn.....	9 5	10 56	12 27	3 9	5 6	6 44	10 56	7 6	5 3	3 6	..
45	**Perth** ..... arrival	9 20	11 10	12 40	3 20	5 15	6 55	11 10	7 6	5 3	3 6	..

UP. From Perth.	1 & 2 Mail.	1 2 4 clss.	1 2 3 Mail.	1 2 3 Mail.	1 & 2 clss.	1 2 4 cls	1 2 3 clss.
	morn	mrn	morn	morn	aft.	aft.	aft.
Perth .....dep.	2*10	6 30	8 40	11*15	1 30	3 55	6 50
Bridge of Earn....	2 20	6 40	8 52	11 25	1 40	4 5	7 0
Abernethy	..	6 50	9 4	..	..	4 14	..
Newburgh.....	..	6 58	9 14	11 40	1 55	4 22	7 18
Collessie	..	7 7	9 22	..	2 4	4 30	..
Dundee ....dep.	..	6 0	8 20	10 40	1 0	3 25	6 10
Broughty Fer.	..	6 15	8 35	10 45	1 15	3 45	6 33
Ferry-Port-on-Crag	..	6 30	8 50	11 10	1 30	3 58	6 46
Leuchars	..	6 40	9 0	11 20	1 40	4 6	6 54
Dairsie..	..	6 50	..	11 29	..	4 15	..
Trains Leave							
Cupar	..	6 58	9 18	11 40	1 56	4 23	7 10
Springfield.....	..	7 4	9 23	..	..	4 28	..
Ladybank	3 4	7 12	9 30	11 55	2 10	4 35	7 30
Kingskettle	..	7 18	..	12 0	..	4 40	..
Falkland Road....	..	7 26	9 42	12 10	..	4 48	..
Markinch	3 21	7 33	9 50	12 21	2 22	4 55	7 42
Dysart	..	7 44	10 2	12 34	..	5 6	..
Sinclairtown.....	..	7 48	..	12 40	..	5 10	..
Kirkcaldy	3 45	7 53	10 8	12 45	2 36	5 16	7 56
Kinghorn	..	8 0	..	12 50	..	5 25	..
Burntisland(Ferry)	4 7	8 10	10 20	1 0	2 50	5 49	8 10
Granton.....	..	8 45	11 0	1 35	3 30	6 15	8 40
Edinbro' about	5 7	9 5	11 15	1 55	3 45	6 35	9 5

* ON SUNDAYS.—From Edinburgh to Perth and Dundee at 8 17 morn. &8 17 aft.—From Perth to Edinburgh at 2 10, 7¾, and 11¼ morn.; from Dundee 7¼ morn.

LEITH AND GRANTON SECTION.—Edinburgh and Northern.

From Princes Street to Granton, 6½, †*7, 8 17, 8½, 9, 9½, †*10 20, 10½, 11, 11½, and 11⅔ morn.; 12½, 1, 1½, 2, 2½, 3, 3½, †*4¼, 4½, 5, 5½, 6, 6½, 7, 7½, 8 17 and 8½ aft.

From Princes Street to Bonnington & Leith, at 8 and 8½ morn., and every quarter of an hour, till 8 aft.; also at 8½ and 9 aft.

From Granton, to Trinity, Edinburgh, &c., at †*4 50, 7 50, 8 35, *8⅔, 9½, 10, 10½, 11, 11 35, †*11 50 morn.; 12½, 1, *1 35, 2, 2½, 3, †*3½, 4, 4 35, 5, *5⅔, 6, 6½, 7, 7½, 8, *8 40, and 9 aft. † Do not stop at Trinity.

From Leith and Bonnington to Edinburgh, at 6⅔, 7⅔, 8 10, 8 20, and 8 50 morn., and four times every hour till 8 aft.; also at 8 20, 8 50, and 9 10 aft.

* These trains will leave a quarter of an hour later or earlier to suit the arrival of the Northern trains.

FARES—Edinburgh to Granton, 1st class 6d., 2nd 4d., 3rd 3d.; to Leith, 4d., 3d., 2d.

PERTH AND LEUCHARS.—(St. Andrew's Road.)

PERTH.....dep.	11 15 a.m.	3 55 p.m.	Ladybank.....	11 56 a.m.	4 35 p.m.	LEUCHARSdep.	11 20 a.m.	4 9 p.m.	Newburgh.....	12 11 p.m.	4 50 p.m.
Bridge of Earn ..	11 25 „	4 5 „	Cupar.....	12 6 p.m.	4 45 „	Cupar	11 40 „	4 23 „	Bridge of Earn..	12 27 „	5 6 „
Newburgh.....	11 40 „	4 22 „	LEUCHARSar.	12 25 „	5 2 „	Ladybank	11 56 „	4 35 „	PERTH .. arr.	12 40 „	5 15 „

PERTH and FORFAR.—Scottish Midland Junction.

Miles	UP Trains.	Week Days. 1 2 3 class.	1 2 3 class.	1 2 3 class.	1 2 3 class.	1 2 3 class.	Fares from Forfar. 1st class.	2nd class.	3rd class.	Miles.	DOWN Trains.	Week Days. 1 2 3 class.	1 2 3 class.	1 2 3 class.	1 2 3 class.	1 2 3 class.	Fares. From Perth. 1st clss.	2nd clss.	3rd clss
		morn	morn	morn	aft.	aft.	s. d.	s. d.	s. d.			morn	morn	aft.	aft.	aft.	s. d.	s. d.	s. d.
—	**Aberdeen**coach	..	..	6 30	..	12 45	..	..	..	—	**Perth** .....depart	6 15	9 35	12 55	3 35	7 0	..	..	..
—	**Montrose** dp	..	8 0	10 50	2 15	4 50	..	..	..	4	Luncarty	6 23	..	1 3	..	7 8	0	8 0	6 0 4
—	Brechin	..	8 0	10 50	2 15	4 50	..	..	..	6½	Stanley	6 32	9 48	1 12	3 48	7 18	1	0 0	9 0 6
—	Arbroath	..	8 15	11 10	2 38	5 5	..	..	..	9½	Ballathie	6 43	..	..	..	7 29	1	6 1	0 0 9
—	**Forfar**....arr	..	9 0	11 55	3 30	5 45	..	..	..	11¼	Cargill	6 51	..	1 26	..	7 38	1	9 1	4 0 11
—	**Forfar**... dep.	6 30	9 10	12 0	3 40	5 50	..	..	..	13½	Woodside	7 0	..	..	..	7 47	2	3 1	8 1 1
5½	Glammiss	6 41	9 21	12 11	3 51	..	1 0	0 9	0 5	15½	Coupar Angus	7 9	10 10	1 39	4 10	7 56	2	6 2	0 1 3
8	Eassie	6 50	9 31	..	4 0	..	1 4	1 0	0 8	18½	Ardler.....	7 19	..	..	..	8 6	2	10 2	3 1 6
11½	Meigle	7 3	9 42	12 25	4 11	..	1 9	1 4	0 10	21½	Meigle	7 29	10 25	1 54	4 25	8 17	2	3 2	6 1 8
14½	Ardle r.....	7 13	9 53	..	4 21	..	2 3	1 9	1 2	24½	Eassie.....	7 41	..	..	..	8 29	3	9 2	9 1 10
16¾	Coupar Angus ..	7 23	10 3	12 39	4 30	6 20	2 6	2 0	1 4	26½	Glammiss	7 50	10 40	2 9	4 40	8 38	4	0 3	0 2 0
19	Woodside	7 32	10 12	..	4 38	..	3 0	2 3	1 6	32½	**Forfar**.....arrival	8 5	10 55	2 20	4 55	8 55	5	0 3	9 2 6
21¼	Cargill	7 42	10 22	12 51	4 46	..	3 3	2 6	1 8	—	**Forfar** ..depart	8 10	11 0	2 25	5 0	..	..	..	..
23	Ballathie	7 51	10 32	..	4 53	..	3 6	2 9	1 10	—	Arbroath	8 55	11 45	2 5	5 45	..	..	..	..
26	Stanley	8 2	10 43	1 4	5 3	6 38	4 0	3 0	2 0	—	Brechin	9 10	12 5	3 35	6 0	..	..	..	..
28½	Luncarty	8 12	10 53	1 12	5 12	..	4 6	3 4	2 3	—	**Montrose** arr.	9 10	12 5	3 33	6 0	..	..	..	..
32½	**Perth**..... arr.	8 25	11 10	1 25	5 25	6 50	5 0	3 9	2 6	—	**Abrden** by Coch „	..	4 5	7 30	10 0	..	..	..	..

GLASGOW, PAISLEY, and GREENOCK.—22¼ Miles.

Managing Director, Jas. Tasker, Greenock. Supt., Alex. Ross.

From Glasgow, at †*6 40, 8, 9, 10, and 11 a.m.; †12 noon, †*1, 2, †3, 4, 5, †6 and 7 p.m.

From Greenock, at †*6½, 8½, †9½, 10½ and 11½ a.m.; †12½, *1½, 2½, 3½, †4½, 5½, 6½ and †7½ p.m.

No trains on Sunday. † Stop at Houston and Bishopton stations.

FARES between Glasgow & Greenock—third class, without seats, *1s.*; third class with seats, 1s. 6d.; first class, 2s. 6d.

* Light Goods trains, fare 6d.

GLASGOW, BELFAST, AND ISLE OF MAN.

FOR GLASGOW, PAISLEY, &c.

The splendid Iron Steam Ships **"Her Majesty,"** and **"Royal Consort,"** sail regularly between Fleetwood and Glasgow (viâ Troon), leaving each port every Monday, Wednesday, and Friday evenings, as under:—

FROM FLEETWOOD.

ROYAL CONSORT	Friday, Sept.	1st	10	0 P.M.	HER MAJESTY .. Monday, Sept.	18th	11	0 P.M.
HER MAJESTY....	Monday, „	4th	7	0 „	ROYAL CONSORT	Wednesdy. „	20th	7	0 „
ROYAL CONSORT	Wednesdy. „	6th	7	0 „	HER MAJESTY	Friday, „	22nd	7	0 „
HER MAJESTY...	Friday, „	8th	7	0 „	ROYAL CONSORT	Monday, „	25th	7	0 „
ROYAL CONSORT	Monday, „	11th	7	0 „	HER MAJESTY....	Wednesdy. „	27th	7	30 „
HER MAJESTY....	Wednsdy. „	13th	8	0 „	ROYAL CONSORT ..	Friday, „	29th	8	30 „
ROYAL CONSORT	Friday, „	15th	9	0 „					

FROM TROON,

At 5 p.m., after the arrival of a Special Train which leaves the Ayr Railway Station, Glasgow, at 3½ p.m.

Fares (including Steward's Fee), between Fleetwood and Glasgow, Cabin and First Class Railway, 15s.; Cabin & Second Class, 13s. 6d.; Deck & Third Class, 5s.—Between Fleetwood & Troon, Cabin, 12s. 6d.; Deck, 4s. Between Glasgow and Manchester, First Class Railway & Saloon, 22s. 6.; Second Class Railway & Saloon, 20s. Third Class and Deck, 7s. 6d.

FOR BELFAST.

The Royal Mail Iron Steam Ships **"Prince of Wales," "Princess Alice"** or **"Fire Fly"** leave Fleetwood for Belfast every Monday, Wednesday, & Friday evenings; and return from Belfast on the same days, as under:

FROM FLEETWOOD.

PRINCE of WALES,	Friday, Sept.	1st	10	0 P.M.	PRINCESS ALICE, Monday, Sept.	18th	11	0 P.M.
PRINCESS ALICE,	Monday, „	4th	7	0 „	PRINCE of WALES, Wednsdy. „	20th	7	0 „
PRINCE of WALES,	Wednsdy. „	6th	7	0 „	PRINCESS ALICE, Friday, „	22nd	7	0 „
PRINCESS ALICE,	Friday, „	8th	7	0 „	PRINCE of WALES, Monday „	25th	7	0 „
PRINCE of WALES,	Monday, „	11th	7	0 „	PRINCESS ALICE, Wednesdy. „	27th	7	30 „
PRINCESS ALICE,	Wednsdy. „	13th	8	0 „	PRINCE of WALES Friday „	29th	8	30 „
PRINCE of WALES,	Friday, „	15th	9	0 „				

FROM BELFAST.

PRINCESS ALICE,	Friday. Sept.	1st	3	0 P.M.	PRINCE of WALES, Monday, Sept.	18th	4	0 P.M
PRINCE of WALES,	Monday, „	4th	4	0 „	PRINCESS ALICE, Wednesdy. „	20th	5	0 „
PRINCESS ALICE,	Wednsdy. „	6th	5	0 „	PRINCE of WALES, Friday, „	22nd	6	0 „
PRINCE of WALES,	Friday, „	8th	6	0 „	PRINCESS ALICE, Monday, „	25th	6	0 „
PRINCESS ALICE,	Monday „	11th	6	0 „	PRINCE of WALES, Wednesdy. „	27th	6	30 „
PRINCE of WALES,	Wednesdy. „	13th	6	30 „	PRINCKSS ALICE Friday „	29th	7	30 „
PRINCESS ALICE,	Friday, „	15th	7	0 „				

Fares.—Saloon, 15s.; Fore Cabin, 10s.; Deck, 3s.

FOR DOUGLAS, ISLE OF MAN.

The well-known Iron Steamer **"Fenella,"** sails regularly between Fleetwood & Douglas.

FROM FLEETWOOD.

Every Tuesday and Thursday, at Noon, and every Saturday, at 2 p.m.

FROM DOUGLAS.

Every Monday, Wednesday, and Friday, at 8½ a.m.

Fares, between Fleetwood and Douglas, Saloon, 6s.; Deck, 3s.; between Manchester and Douglas, and *vice versa*, 1st Class and Saloon, 11s. 6d.; 2nd Class and Saloon, 10s.; 2nd Class and Deck, 7s.; 3rd Class and Deck, 5s. 6d.—Tickets may be had at the Salford Station and on board the Steamer.

FOR ULVERSTON AND THE LAKES DISTRICT,

Via Piel Harbour, the Steamers **"James Dennistoun,"** or **"Helvellyn,"** sail TWICE daily (Sundays excepted, and weather permitting), between FLEETWOOD and PIEL PIER, leaving Fleetwood at 9 a.m. and 1 p.m.; and Piel Pier at 10½ a.m. and 2½ p.m.——**Fares.**—CABIN, 2s. 6d.; DECK, 2s.

Trains in connection with the Glasgow and Belfast Steamers leave as under:—

London.. 8½ mixed, 9 Exp. & 10 a.m.	Preston	6 10 p.m.	p.m.
Liverpool ..... 3 25 p.m.	Birmingham	1 0 p.m.	Manchester (Victoria Station) 3 35
Leeds..... 12 45 p.m.			Salford Station 3½ 3rd clss & 5 exp

with the Isle of Man and Piel Steamers as under:—

Manchester .. 8 0 & 9 30 a.m.	Blackburn 6 30, 8 45 & 10 5 a.m.	Preston ..7 15, 9 45 & 10 50 a.m.
Chorley ..... 9 16 & 10 27 a.m.	Bolton ..... 8 35 & 10 0 a.m.	Wigan ..... 8 58 & 10 6 a.m.

And with the Isle of Man Steamers, on Saturdays as under:—

Blackburn, 12 noon; Manchester, 11 a.m.; Bolton, 11½ a.m.; and Preston, 12 35 p.m.

For further information apply to McKEAN and LAMONT, GLASGOW; Railway Station, Paisley; R. HENDERSON, BELFAST; JOHN CLARK, DOUGLAS; Fleetwood Steam Ship Office, 13, Water-street, Liverpool; J. J. Birchal, 10, St. Mary's Gate, Manchester; Hy. Nock, Dale End, Birmingham; at the Royal Mail Steam Packet Office, 450A, Strand, London; or to **KEMP & CO. Agents,** Fleetwood

DUNDEE, PERTH, AND ABERDEEN RAILWAY JUNCTION.

Passenger Up Trains.

Stations.	1	2	3	4	5	6	7	8	9
	1 2 3 class to Perth.	1 2 3 class	1 2 3 class & 2 from Prth	1 2 3 class	1 2 3 class	1 2 3 class	1 2 3 class	1 2 3 class	1 2 3 class
	morn.	mrn.	mrn.	aft	aft	aft	aft	aft	aft
ABERDEEN coach dep	..	2 30	..	..	..	6 30	1245	..	5 30
Montrose ....trains dep	..	6 51	8 0	10 50	2 15	4 50	7 15	9 51	..
Brechin	..	7 14	8 0	10 50	2 15	4 50	7 15	..	..
Forfar	..	..	8 10	11 ..	2 25	5 ..	7 25	..	..
ARBROATH.....arr.	..	7 51	9 0	11 50	3 10	5 50	8 15	10 51	..
ARBROATH ..... dep.	..	8 2	9 12	12 3	..	6 2	8 26	..	..
East Haven	..	8 20	9 32	12 25	..	6 21	8 44	..	..
Carnoustie.....	..	8 29	9 42	12 38	3 40	6 28	8 53	11 29	..
Monifieth	..	8 35	10 45	1 15	3 45	..	6 33	..	..
Broughty Ferry	..	..	..	1 55	4 0	6 35	..	..	..
Bro. Ferry, per Edinb.& Northern Raily. dep. }	..	..	..	1 55	4 0	6 35	..	..	..
EDINBURGH.....arr.	..	..	..	3 50	6 0	8 0	..	..	..
Dundee ..East Station..arr.	..	8 36	9 50	12 50	3 50	6 40	9 0	11 38	..
Dundee, per Edinb.and Southern Railway dep. }	..	..	10 45	1 15	..	..	..	..	..
Tay Bridge ..... dep. }	..	..	..	1 55	4 0	..	5 50	8 15	10 51
DUNDEE, West Station. arr. }	..	7 20	..	2 ..	4 5	6 0	6 2	8 26	..
Invergowrie	..	..	..	1 10	3	5 6	6 10	8 33	11 9
Longforgan	..	..	..	1 19	4 14	6 9	6 19	8 42	..
Inchture	..	7 38	..	1 25	4 20	..	6 25	8 48	..
Errol	..	7 44	..	1 32	4 26	6 18	6 33	..	..
Glencarse	..	7 53	..	1 39	4 36	6 24	..	..	..
Kinfauns	..	8 5	..	1 44	4 45	6 33	..	..	..
PERTH, Barnhill Statn. arr.	..	8 15	..	1 55	4 55	6 45	..	..	..
		Exp speci							
Perth, General Term.dep.	..	8 30	..	11 30	2 30	5 30	7 15	..	..
Stanley, per Scottish Central Railway dep. }	..	9 30	10 0	..	4 0	7 24	8 49	..	..
Edinburgh, per Edin. & Glasgow Railway .. }	..	..	11 30	..	2 20	6 0	9 45	..	..
Glasgow	..	..	11 20	..	2 5	5 40	..	1015	..
Perth., Gen. Term. per Edin. & Northn dep. }	..	..	..	1115	11 15	..	..	..	..
Edinburgh	..	..	..	1 55	1 55	..	..	..	..
Beattock per Caldn. Railway dep.	..	..	..	..	..	..	..	..	..
	aft								
Carlisle	1 22	3 48	..	7 30	10 20	..	..	..	..
Newcastle	..	7 30	..	..	..	..	..	..	..
Preston	4 5	7 53	..	..	..	..	..	..	..
Manchester	6 7	9 40	..	..	..	..	..	..	..
Liverpool	6 17	10 0	..	..	..	..	..	..	..
Birmingham	7 45	1 m 0	..	..	..	..	..	..	..
LONDON	1030	4 45	..	..	..	..	..	..	..

Passenger Down Trains.

Stations.	1	2	3	4	5	6	7	8	9	10	11
	1 2 3 class	1 2 3 class	1 2 3 class	1 2 3 class	1 2 3 class & 2 from Mail	1 2 3 class from Edin & Glsg	1&2 class	1 2 3 class	1 2 3 class	1 2 3 class	1 2 3 class Express.
	mrn	mrn	mrn	..	..	..	aft	..	..	mrn	..
LONDON .....dep	..	..	..	..	..	..	8 45	..	..	9 0	..
Birmingham	..	..	..	..	..	..	mrn	..	..	..	..
Liverpool	..	..	..	..	..	..	1230	..	..	12 0	..
Manchester	..	..	..	..	..	..	2 45	..	..	1 20	..
Preston	..	..	..	..	..	..	5 35	..	..	3 10	..
Newcastle	..	..	..	..	..	..	3 15	..	..	..	..
Carlisle	..	..	..	..	5 0	..	9 16	..	..	5 58	..
Beattock	..	..	..	..	6 20	..	..	..	..	7 10	..
	mrn	..	..	..	..	..	aft	..	..	aft	..
Edinburgh	..	..	7 0	..	..	10 0	11 0	1 30	3 30	8 0	..
Glasgow	..	..	7 30	..	..	10 0	11 30	1 30	4 0	..	..
Stirling	..	..	9 2	..	..	11 19	12 58	2 30	5 8	9 50	..
Perth General Term. arr.	..	..	11 0	..	..	12 50	2 35	3 30	6 40	11 0	..
							aft				
PERTH, Barnhill Statn. dep.	..	..	9 0	11 40	12 33	1 30	3 10	3 35	..	7 30	11 25
Kinfauns	..	..	9 8	..	12 41	..	3 17	..	..	7 38	..
Glencarse	..	..	9 18	11 52	12 51	..	3 26	4 7	..	7 48	..
Errol	..	..	9 29	12 2	1 2	1 49	3 36	4 16	..	7 59	..
Inchture	..	..	9 36	12 10	1 9	1 56	3 43	4 22	..	8 6	..
Longforgan	..	..	9 43	..	1 16	..	3 49	..	..	8 14	..
Invergowrie	..	..	9 51	..	1 24	2 6	3 56	..	..	8 20	..
				aft							
Dundee ..West Station..arr.	..	..	10	0 12	25	1 33	2 15	4	0 4	0	aft 8 30
EDINBRO' per Edinb. & Northern..... dep. }	..	..	7 0	8 17	10 20	..	..	1 0	..	3 0	..
Dundee, East Statn. dep.	..	..	9 45	11 30	1 15	..	..	3 50	..	5 45	..
DUNDEE, East Statn. dep.	7 35	..	10	15	1 48	..	..	4 15	..	6 35	..
Edinburgh Northern trains arrive at Broughty Ferry ..... dep	..	..	7 35	10 25	1 58	..	..	4 26	..	..	..
Monifieth	..	..	7 42	10 34	2 5	..	..	4 34	..	..	..
Carnoustie.....	..	..	7 55	10 48	2 18	..	..	4 48	..	..	..
East Haven	..	..	..	10 55	2 24	..	..	4 55	..	..	..
Arbroath ..... arr.	..	..	8 10	11 5	2 33	..	..	5 2	..	..	..
ARBROATH ..... dep.	..	..	8 15	11 10	2 33	..	..	5 5	..	..	..
Forfar	..	..	8 45	11 55	3 30	..	..	5 45	..	..	..
Brechin	..	..	9 0	12 5	3 35	..	..	6 0	..	..	..
Montrose	..	..	9 10	12 5	3 35	..	..	6 0	..	..	..
ABERDEEN Coach arr.	..	..	4 5	..	7 30	..	..	10 0	..	..	..

GLASGOW, BELFAST, AND ISLE OF MAN.

FOR GLASGOW, PAISLEY, &c.

The splendid Iron Steam Ships **"Her Majesty,"** and **"Royal Consort,"** sail regularly between Fleetwood and Glasgow (viâ Troon), leaving each port every Monday, Wednesday, and Friday evenings, as under:—

FROM FLEETWOOD.

ROYAL CONSORT	Friday, Sept.	1st	10	0 P.M.	HER MAJESTY .. Monday, Sept.	18th	11	0 P.M.
HER MAJESTY....	Monday, „	4th	7	0 „	ROYAL CONSORT	Wednesdy. „	20th	7	0 „
ROYAL CONSORT	Wednesdy. „	6th	7	0 „	HER MAJESTY	Friday, „	22nd	7	0 „
HER MAJESTY...	Friday, „	8th	7	0 „	ROYAL CONSORT	Monday, „	25th	7	0 „
ROYAL CONSORT	Monday, „	11th	7	0 „	HER MAJESTY....	Wednesdy. „	27th	7	30 „
HER MAJESTY....	Wednsdy. „	13th	8	0 „	ROYAL CONSORT ..	Friday, „	29th	8	30 „
ROYAL CONSORT	Friday, „	15th	9	0 „					

FROM TROON,

At 5 p.m., after the arrival of a Special Train which leaves the Ayr Railway Station, Glasgow, at 3½ p.m.

Fares (including Steward's Fee), between Fleetwood and Glasgow, Cabin and First Class Railway, 15s.; Cabin & Second Class, 13s. 6d.; Deck & Third Class, 5s.—Between Fleetwood & Troon, Cabin, 12s. 6d.; Deck, 4s. Between Glasgow and Manchester, First Class Railway & Saloon, 22s. 6.; Second Class Railway & Saloon, 20s. Third Class and Deck, 7s. 6d.

FOR BELFAST.

The Royal Mail Iron Steam Ships **"Prince of Wales," "Princess Alice"** or **"Fire Fly"** leave Fleetwood for Belfast every Monday, Wednesday, & Friday evenings; and return from Belfast on the same days, as under:

FROM FLEETWOOD.

PRINCE of WALES,	Friday, Sept.	1st	10	0 P.M.	PRINCESS ALICE, Monday, Sept.	18th	11	0 P.M.
PRINCESS ALICE,	Monday, „	4th	7	0 „	PRINCE of WALES, Wednsdy. „	20th	7	0 „
PRINCE of WALES,	Wednsdy. „	6th	7	0 „	PRINCESS ALICE, Friday, „	22nd	7	0 „
PRINCESS ALICE,	Friday, „	8th	7	0 „	PRINCE of WALES, Monday „	25th	7	0 „
PRINCE of WALES,	Monday, „	11th	7	0 „	PRINCESS ALICE, Wednesdy. „	27th	7	30 „
PRINCESS ALICE,	Wednsdy. „	13th	8	0 „	PRINCE of WALES Friday „	29th	8	30 „
PRINCE of WALES,	Friday, „	15th	9	0 „				

FROM BELFAST.

PRINCESS ALICE,	Friday. Sept.	1st	3	0 P.M.	PRINCE of WALES, Monday, Sept.	18th	4	0 P.M
PRINCE of WALES,	Monday, „	4th	4	0 „	PRINCESS ALICE, Wednesdy. „	20th	5	0 „
PRINCESS ALICE,	Wednsdy. „	6th	5	0 „	PRINCE of WALES, Friday, „	22nd	6	0 „
PRINCE of WALES,	Friday, „	8th	6	0 „	PRINCESS ALICE, Monday, „	25th	6	0 „
PRINCESS ALICE,	Monday „	11th	6	0 „	PRINCE of WALES, Wednesdy. „	27th	6	30 „
PRINCE of WALES,	Wednesdy. „	13th	6	30 „	PRINCKSS ALICE Friday „	29th	7	30 „
PRINCESS ALICE,	Friday, „	15th	7	0 „				

Fares.—Saloon, 15s.; Fore Cabin, 10s.; Deck, 3s.

FOR DOUGLAS, ISLE OF MAN.

The well-known Iron Steamer **"Fenella,"** sails regularly between Fleetwood & Douglas.

FROM FLEETWOOD.

Every Tuesday and Thursday, at Noon, and every Saturday, at 2 p.m.

FROM DOUGLAS.

Every Monday, Wednesday, and Friday, at 8½ a.m.

Fares, between Fleetwood and Douglas, Saloon, 6s.; Deck, 3s.; between Manchester and Douglas, and *vice versa*, 1st Class and Saloon, 11s. 6d.; 2nd Class and Saloon, 10s.; 2nd Class and Deck, 7s.; 3rd Class and Deck, 5s. 6d.—Tickets may be had at the Salford Station and on board the Steamer.

FOR ULVERSTON AND THE LAKES DISTRICT,

Via Piel Harbour, the Steamers **"James Dennistoun,"** or **"Helvellyn,"** sail TWICE daily (Sundays excepted, and weather permitting), between FLEETWOOD and PIEL PIER, leaving Fleetwood at 9 a.m. and 1 p.m.; and Piel Pier at 10½ a.m. and 2½ p.m.——**Fares.**—CABIN, 2s. 6d.; DECK, 2s.

Trains in connection with the Glasgow and Belfast Steamers leave as under:—

London.. 8½ mixed, 9 Exp. & 10 a.m.	Preston	6 10 p.m.	p.m.
Liverpool ..... 3 25 p.m.	Birmingham	1 0 p.m.	Manchester (Victoria Station) 3 35
Leeds..... 12 45 p.m.			Salford Station 3½ 3rd clss & 5 exp

with the Isle of Man and Piel Steamers as under:—

Manchester .. 8 0 & 9 30 a.m.	Blackburn 6 30, 8 45 & 10 5 a.m.	Preston ..7 15, 9 45 & 10 50 a.m.
Chorley ..... 9 16 & 10 27 a.m.	Bolton ..... 8 35 & 10 0 a.m.	Wigan ..... 8 58 & 10 6 a.m.

And with the Isle of Man Steamers, on Saturdays as under:—

Blackburn, 12 noon; Manchester, 11 a.m.; Bolton, 11½ a.m.; and Preston, 12 35 p.m.

For further information apply to McKEAN and LAMONT, GLASGOW; Railway Station, Paisley; R. HENDERSON, BELFAST; JOHN CLARK, DOUGLAS; Fleetwood Steam Ship Office, 13, Water-street, Liverpool; J. J. Birchal, 10, St. Mary's Gate, Manchester; Hy. Nock, Dale End, Birmingham; at the Royal Mail Steam Packet Office, 450A, Strand, London; or to **KEMP & CO. Agents,** Fleetwood

DUNDEE, PERTH, AND ABERDEEN RAILWAY JUNCTION.

Passenger Up Trains.

Stations.	1	2	3	4	5	6	7	8	9
	1 2 3 class to Perth.	1 2 3 class	1 2 3 class & 2 from Prth	1 2 3 class	1 2 3 class	1 2 3 class	1 2 3 class	1 2 3 class	1 2 3 class
	morn.	mrn.	mrn.	aft	aft	aft	aft	aft	aft
ABERDEEN coach dep	..	2 30	..	..	..	6 30	1245	..	5 30
Montrose ....trains dep	..	6 51	8 0	10 50	2 15	4 50	7 15	9 51	..
Brechin	..	7 14	8 0	10 50	2 15	4 50	7 15	..	..
Forfar	..	..	8 10	11 ..	2 25	5 ..	7 25	..	..
ARBROATH.....arr.	..	7 51	9 0	11 50	3 10	5 50	8 15	10 51	..
ARBROATH ..... dep.	..	8 2	9 12	12 3	..	6 2	8 26	..	..
East Haven	..	8 20	9 32	12 25	..	6 21	8 44	..	..
Carnoustie.....	..	8 29	9 42	12 38	3 40	6 28	8 53	11 29	..
Monifieth	..	8 35	10 45	1 15	3 45	..	6 33	..	..
Broughty Ferry	..	..	..	1 55	4 0	6 35	..	..	..
Bro. Ferry, per Edinb.& Northern Raily. dep. }	..	..	..	1 55	4 0	6 35	..	..	..
EDINBURGH.....arr.	..	..	..	3 50	6 0	8 0	..	..	..
Dundee ..East Station..arr.	..	8 36	9 50	12 50	3 50	6 40	9 0	11 38	..
Dundee, per Edinb.and Southern Railway dep. }	..	..	10 45	1 15	..	..	..	..	..
Tay Bridge ..... dep. }	..	..	..	1 55	4 0	..	5 50	8 15	10 51
DUNDEE, West Station. arr. }	..	7 20	..	2 ..	4 5	6 0	6 2	8 26	..
Invergowrie	..	..	..	1 10	3	5 6	6 10	8 33	11 9
Longforgan	..	..	..	1 19	4 14	6 9	6 19	8 42	..
Inchture	..	7 38	..	1 25	4 20	..	6 25	8 48	..
Errol	..	7 44	..	1 32	4 26	6 18	6 33	..	..
Glencarse	..	7 53	..	1 39	4 36	6 24	..	..	..
Kinfauns	..	8 5	..	1 44	4 45	6 33	..	..	..
PERTH, Barnhill Statn. arr.	..	8 15	..	1 55	4 55	6 45	..	..	..
		Exp speci							
Perth, General Term.dep.	..	8 30	..	11 30	2 30	5 30	7 15	..	..
Stanley, per Scottish Central Railway dep. }	..	9 30	10 0	..	4 0	7 24	8 49	..	..
Edinburgh, per Edin. & Glasgow Railway .. }	..	..	11 30	..	2 20	6 0	9 45	..	..
Glasgow	..	..	11 20	..	2 5	5 40	..	1015	..
Perth., Gen. Term. per Edin. & Northn dep. }	..	..	..	1115	11 15	..	..	..	..
Edinburgh	..	..	..	1 55	1 55	..	..	..	..
Beattock per Caldn. Railway dep.	..	..	..	..	..	..	..	..	..
	aft								
Carlisle	1 22	3 48	..	7 30	10 20	..	..	..	..
Newcastle	..	7 30	..	..	..	..	..	..	..
Preston	4 5	7 53	..	..	..	..	..	..	..
Manchester	6 7	9 40	..	..	..	..	..	..	..
Liverpool	6 17	10 0	..	..	..	..	..	..	..
Birmingham	7 45	1 m 0	..	..	..	..	..	..	..
LONDON	1030	4 45	..	..	..	..	..	..	..

Passenger Down Trains.

Stations.	1	2	3	4	5	6	7	8	9	10	11
	1 2 3 class	1 2 3 class	1 2 3 class	1 2 3 class	1 2 3 class & 2 from Mail	1 2 3 class from Edin & Glsg	1&2 class	1 2 3 class	1 2 3 class	1 2 3 class	1 2 3 class Express.
	mrn	mrn	mrn	..	..	..	aft	..	..	mrn	..
LONDON .....dep	..	..	..	..	..	..	8 45	..	..	9 0	..
Birmingham	..	..	..	..	..	..	mrn	..	..	..	..
Liverpool	..	..	..	..	..	..	1230	..	..	12 0	..
Manchester	..	..	..	..	..	..	2 45	..	..	1 20	..
Preston	..	..	..	..	..	..	5 35	..	..	3 10	..
Newcastle	..	..	..	..	..	..	3 15	..	..	..	..
Carlisle	..	..	..	..	5 0	..	9 16	..	..	5 58	..
Beattock	..	..	..	..	6 20	..	..	..	..	7 10	..
	mrn	..	..	..	..	..	aft	..	..	aft	..
Edinburgh	..	..	7 0	..	..	10 0	11 0	1 30	3 30	8 0	..
Glasgow	..	..	7 30	..	..	10 0	11 30	1 30	4 0	..	..
Stirling	..	..	9 2	..	..	11 19	12 58	2 30	5 8	9 50	..
Perth General Term. arr.	..	..	11 0	..	..	12 50	2 35	3 30	6 40	11 0	..
							aft				
PERTH, Barnhill Statn. dep.	..	..	9 0	11 40	12 33	1 30	3 10	3 35	..	7 30	11 25
Kinfauns	..	..	9 8	..	12 41	..	3 17	..	..	7 38	..
Glencarse	..	..	9 18	11 52	12 51	..	3 26	4 7	..	7 48	..
Errol	..	..	9 29	12 2	1 2	1 49	3 36	4 16	..	7 59	..
Inchture	..	..	9 36	12 10	1 9	1 56	3 43	4 22	..	8 6	..
Longforgan	..	..	9 43	..	1 16	..	3 49	..	..	8 14	..
Invergowrie	..	..	9 51	..	1 24	2 6	3 56	..	..	8 20	..
				aft							
Dundee ..West Station..arr.	..	..	10	0 12	25	1 33	2 15	4	0 4	0	aft 8 30
EDINBRO' per Edinb. & Northern..... dep. }	..	..	7 0	8 17	10 20	..	..	1 0	..	3 0	..
Dundee, East Statn. dep.	..	..	9 45	11 30	1 15	..	..	3 50	..	5 45	..
DUNDEE, East Statn. dep.	7 35	..	10	15	1 48	..	..	4 15	..	6 35	..
Edinburgh Northern trains arrive at Broughty Ferry ..... dep	..	..	7 35	10 25	1 58	..	..	4 26	..	..	..
Monifieth	..	..	7 42	10 34	2 5	..	..	4 34	..	..	..
Carnoustie.....	..	..	7 55	10 48	2 18	..	..	4 48	..	..	..
East Haven	..	..	..	10 55	2 24	..	..	4 55	..	..	..
Arbroath ..... arr.	..	..	8 10	11 5	2 33	..	..	5 2	..	..	..
ARBROATH ..... dep.	..	..	8 15	11 10	2 33	..	..	5 5	..	..	..
Forfar	..	..	8 45	11 55	3 30	..	..	5 45	..	..	..
Brechin	..	..	9 0	12 5	3 35	..	..	6 0	..	..	..
Montrose	..	..	9 10	12 5	3 35	..	..	6 0	..	..	..
ABERDEEN Coach arr.	..	..	4 5	..	7 30	..	..	10 0	..	..	..

RAILWAYS IN SCOTLAND.

DUNDEE AND NEWTYLE LINE,

In connection with the Scottish Midland Trains to and from Meigle, Coupar Angus, Stanley, Glammis, and Forfar, and also with Dunkeld, Blairgowrie, and Kerriemuir, by Omnibuses between these places and the Scottish Midland Railway, as follows:—

Down Trains.		Up Trains.	
From Dundee.	Arr. at Newtyle.	From Newtyle.	Arr. at Dundee.
morn.	morn.	morn.	morn.
8 5	9 10	8 0	9 0
10 50	11 55	10 50	11 50
aft	aft	aft	aft
2 40	3 45	2 35	3 35
4 50	5 50	4 50	5 50

The whole of the trains from Dundee go on to Meigle, Coupar Angus, and Stanley, and Passengers by the 8 5 and 2 40 trains may get on to Glammis and Forfar by waiting a little at the Meigle station.

Trains leave Stanley at 6 32 and 9 37 morn., and 1 12 and 3 48 aft.; Coupar Angus at 7 9 and 10 2 morn., and 1 39 and 4 10 aft.; Meigle at 7 35 and 10 25 morn., and 2 and 4 28 aft.; in connection with the trains from Newtyle to Dundee.

Passengers from Forfar at 6 30 and 9 10 morn. or 3 40 aft., or from Glammis at 6 41 and 9 21 morn. or 3 51 aft., may get on to Dundee by waiting a little at the Meigle station.

For the hours of the Omnibuses, see hand-bills.

Passengers from Edinburgh, per Edinburgh and Northern Railway, arriving in Dundee at 9 45 and 11 30 morn., 1 15 and 3 50 aft., will be in time for the trains which leave Dundee to Newtyle, Meigle, Coupar Angus, Blairgowrie, and Dunkeld, at 10 50 morn., 2 40 and 4 50 aft.

GLASGOW, GARNKIRK, & COATBRIDGE—11 Mls.

Supt., Walter Linn. Sec. and Man., C. A. King, St. Rollox, Glasgow.

Glasgow to Coatbridge and Morningside, *6¾ and 4½ a.m. and 4½ p.m.; to Coatbridge only, at *9 a.m., *3¾ and *6¼ p.m.

Coatbridge to Glasgow, &c., at 11 a.m.; 5 and 7 35 p.m.; from Morningside, at 8¼ a.m., 1 and 6¼ p.m.

From Glasgow to Coatbridge, 1st class, 9d., 2nd 6d.; to Garnkirk, first class, 6d.; second 4d.

Airdrie to Glasgow, at 8 50 and 10 50 a.m., 4 50 and 7 25 p.m.

* Trains marked thus run to Airdrie.

PAISLEY AND RENFREW.

From Paisley to Renfrew, hourly, from 7 10 a.m. until 7 10 p.m.
From Renfrew to Paisley, hourly, from 7¾ a.m. until 7¾ p.m.
FARES.—First class, 6d.; second class, 4d.

☞ All the Trains discontinued for the present.

WILSONTOWN, MORNINGSIDE, & COLTNESS.

Secretary, James Mitchell.—Res. Engineer, J. R. Forman.

From St. Rollox Station Glasgow to Longridge at 7¼ & 11¼ a.m., and 4¼ p.m.—From Longridge to Glasgow at 8 10 a.m., 12 10 & 5 10 p.m. calling at Morningside, Davies Dyke, Headless Cross, and Crofthead stations. No Sunday trains.

FARES—between Glasgow and Longridge, first class, 3s. 6d., second, 2s. 2d.

WATERFORD AND LIMERICK.

W. S. Saunders, Sec.

From Limk. Mls	Limerick to Tipperary.	Week Days. Mail. 1 & 2	1, 2, 3 class.	1 & 2 class.	1, 2, 3 class.	Mail. 1 & 2	Fares. 1st cls.	2nd cls.	3rd cls.	From Tipp'y Mls	Tipperary to Limerick.	Week Days. Mail. 1 & 2	1, 2, 3 class.	1 & 2 cls.	1, 2, 3 cls.	mail 1 & 2	Fares. 1st cls.	2nd cls.	3rd cls.
		a.m.	a.m.	p.m.	p.m.	p.m.	s. d.	s. d.	s. d.			a.m.	p.m.	p.m	p.m	p.m.	s. d.	s. d.	s. d.
	Limerick	8 5	11 0	2 5	5 30	9 50	..	..	..	..	**Tipperary**	9 10	12 20	3 5	6 30	10 40	..	..	..
4¼	Killonan	8 15	11 15	2 15	5 40	10 0	0 8	0 6	0 4	3¼	**Junction**	9 20	12 30	3 20	6 50	10 55	1 0	0 9	0 4
8	Boher	8 30	11 30	2 30	5 55	..	1 4	1 0	0 6	7	Oola	9 35	1 22	3 45	7 10	..	1 0	0 10	0 6
14	Pallas	8 50	11 50	2 50	6 15	10 25	2 4	1 8	1 0	11	Pallas	9 50	1 35	4 0	7 30	..	1 8	1 4	0 8
18	Oola	9 10	12 20	3 10	6 35	..	3 0	2 4	1 8	17	Boher	10 10	1 55	4 15	7 55	..	2 10	2 1	1 1
22	**Junction**	9 25	12 35	3 25	6 55	10 55	4 0	3 0	1 8	20¾	Killonan	10 20	2 10	4 25	8 10	..	3 4	2 6	1 4
25	**Tipperary**	9 40	1 20	3 50	7 10	11 15	4 0	3 0	1 8	25	**Limerick**	10 30	2 20	4 35	8 20	..	4 0	3 0	1 8

Sundays.—Limerick to Tipperary, 8 5 a.m.; 2 5 and 9 50 p.m.—Tipperary to Limerick, 9 10 a.m.; 3 5 and 10 40 p.m.

GLASGOW, PAISLEY, KILMARNOCK, AND AYR.

Sec., J. F. Smith, Bridge-st., Glasgow. Engineer and Manager Wm. Johnstone.

Miles.	From Glasgow.	To Ayr, Kilmarnock, Muirkirk, &c. 1, 2, 3 morn	1 & 2 morn	2 & 1 aft	2 & 1 aft	1, 2, 3	Fares frm Glasgw 1 cls.	2 cls.	3 cls
							s. d.	s. d.	s. d.
—	**Glasgow** .. dep.	7½	10¼	1¼	4¼	6½	1 0	0 9	0 6
2	Paisley	7 45	10 45	1 45	4 45	6 45	1 0	0 9	0 6
7	Johnstone	7 55	10 55	1 55	4 55	6 55	1 0	0 9	0 6
11½	Cochrane Mill	8 0	11 0	2 0	5 0	7 0	1 0	0 9	0 6
15¾	Lochwinnoch	8 10	11 10	2 10	5 10	7 10	1 0	0 9	0 6
17¾	Beith	8 15	11 15	2 15	5 15	7 15	1 0	0 9	0 6
19¾	Kilbirnie	8 20	11 20	2 20	5 20	7 20	1 0	0 9	0 6
22¾	Dairy	8 25	11 25	2 25	5 25	7 25	1 0	0 9	0 6
26	Kilwinning	8 35	11 35	2 35	5 35	7 35	1 0	0 9	0 6
29¼	Irvine	8 45	11 45	2 45	5 45	7 45	1 0	0 9	0 6
33	Barassie	..	..	..	..	..	..	..	..
34	Troon	8 55	11 55	2 55	5 55	7 55	1 0	0 9	0 6
36	Monkton	9 0	12 0	3 0	6 0	8 0	1 0	0 9	0 6
37½	Prestwick	..	12 5	..	6 5	..	..	..	..
40	**Ayr** ..... arr.	9 15	12 18	3 15	6 15	8 15	1 0	0 9	0 6
31¾	Dregthorn	8 50	11 50	2 50	5 50	7 50	1 0	0 9	0 6
35	Busby	8 55	11 55	2 55	5 55	7 55	1 0	0 9	0 6
37	**Kilmarnock**	9 5	12 5	3 5	6 5	8 5	1 0	0 9	0 6
39	Hurford	9 15	12 15	3 15	6 15	8 15	1 0	0 9	0 6
42¾	**Galston** arr.	9 20	..	..	6 20	8 20	1 0	0 9	0 6
46½	Mauchline	9 35	..	..	6 35	8 35	1 0	0 9	0 6
51	Auchinleck	9 45	..	..	6 45	8 45	1 0	0 9	0 6
61¼	**Muirkirk** .... arr.	10 20	..	..	7 20	9 20	1 0	0 9	0 6

Miles.	From Ayr.	To Kilmarnock, &c., & Glasgow. morn	1, 2, 3	1 & 2	2 & 1	2 & 1	1, 2, 3	Fares from Ayr. 1 cl.	2 cl.	3 cl.
								s. d.	s. d.	s. d.
—	**Ayr** ..... dep.	8 11	11 24	2 24	5 24	7	5 24	1 0	0 9	0 6
2¾	Prestwick	8 10	11 5	..	5 20	7	5 20	1 0	0 9	0 6
4	Monkton	8 15	11 11	2 25	5 25	7 10	5 25	1 0	0 9	0 6
7	Troon	8 25	11 20	2 30	5 30	7 15	5 30	1 0	0 9	0 6
10¼	Barassie	8 35	11 30	2 40	5 40	7 25	5 40	1 0	0 9	0 6
12¾	Irvine	8 50	11 50	2 50	5 50	7 50	5 50	1 0	0 9	0 6
16	Dregthorn	8 55	11 55	2 55	5 55	7 55	5 55	1 0	0 9	0 6
18	**Kilmarnock** .. arr	9 5	12 5	3 5	6 5	8 5	6 0	1 0	0 9	0 6
	Ditto ..... dep	9 15	12 15	3 15	6 15	8 15	6 0	1 0	0 9	0 6
20	Hurford	9 25	12 25	..	6 25	8 25	6 10	1 0	0 9	0 6
23½	**Galston**	9 45	..	..	6 45	8 45	6 10	1 0	0 9	0 6
	ditto ..... dep	7 40	10 40	..	4 20	6 40	4 0	1 0	0 9	0 6
27¾	Mauchline	9 45	..	..	4 20	6 45	4 0	1 0	0 9	0 6
32	Auchinleck	9 55	..	..	4 30	6 55	4 10	1 0	0 9	0 6
42¼	**Muirkirk** .... arr	10 20	..	..	4 55	7 20	4 43	1 0	0 9	0 6
	Ditto ..... dep	..	..	1 0	4 20	..	..	..	..	..
14	Kilwinning	8 30	11 30	2 45	5 45	7 30	2 0	0 6	0 4	0 3
17¾	Dairy	8 40	11 40	2 55	5 55	7 40	2 0	0 6	0 4	0 3
20¼	Kilbirnie	8 46	11 45	3 0	6 0	7 50	3 0	0 6	0 4	0 3
22¼	Beith	8 50	11 55	3 5	6 5	7 55	3 0	0 6	0 4	0 3
24¼	Lochwinnoch	9 0	12 ..	3 15	6 15	8 10	3 0	0 6	0 4	0 3
28¾	Cochrane Mill	9 10	12 5	..	6 20	8 20	4 0	0 6	0 4	0 3
33	Johnstone	9 20	12 15	3 30	6 30	8 30	4 0	0 6	0 4	0 3
40	**Glasgow** ..... arr	10 6	12 45	4 0	7 0	9 0	4 6	0 6	0 4	0 3

Muirkirk to Ayr, 6¾ mor., 1 and 5¾ aft.—**Galston to Ayr,** 7 40 and 10 40 morn., 4 50 and 6 40 aft.—**Kilmarnock to Ayr,** 8 and 11 morn., 2¼, 5¾, and 7 aft.

GLASGOW AND PAISLEY JOINT RAILWAY.

Glasgow to Paisley.

At 6 40	morn.	Greenock.	At 2	aft.	Greenock.
7 30	„	Ayr & Kilm.	* 3	„	Ayr & Kilm.
8	„	Greenock.	* 4	„	Greenock.
9	„	Greenock.	4 30	„	Ayr & Kilm.
* 10	„	Greenock.	5	„	Greenock.
10 30	„	Ayr & Kilm.	6	„	Greenock.
11	„	Greenock.	* 6 30	„	Ayr & Kilm.
12	noon	Greenock.	* 7	„	Greenock.
* 1	aft.	Greenock.	9	„	Paisley.
1 30	„	Ayr & Kilm.			

Additional Train from Glasgow at *3 30 aft. on Monday, Wednesday, and Friday, and on Saturday at 2½ and 10 aft.

Paisley to Glasgow.†

At 7 20	morn.	Greenock.	At 3	aft.	Greenock.
9	„	Greenock.	* 3 40	„	Ayr & Kilm.
* 9 40	„	Ayr & Kilm.	4	„	Greenock.
10	„	Greenock.	5	„	Greenock.
11	„	Greenock.	6	„	Greenock.
12	noon	Greenock.	* 6 40	„	Ayr & Kilm.
* 12 30	aft.	Ayr & Kilm.	7	„	Greenock.
1	„	Greenock.	8	„	Greenock.
2 20	„	Greenock.	8 40	„	Ayr & Kilm.
			9 40	„	Paisley.

† These Trains from Paisley will leave as above, or after their arrival from Ayr, Greenock, &c.
Additional Train from Paisley on Saturdays at 9 aft.

Glasgow to Troon, direct.—

Monday, Wednesday, and Friday, at 3½ p.m., in connexion with Steamers to Fleetwood.

Glasgow to Ardrossan, direct

Monday, Tuesday, Wednesday, Thursday, and Friday, 6½ p.m.; on Saturday, at 2½ p.m., in connexion with Steamers to Belfast.

Glasgow and Barrhead.

A COACH is advertised to run from the Paisley Station in connexion with the Trains marked (*), and on Saturdays with the 9 aft. from Glasgow, and 9 40 aft. to Glasgow.

RAILWAYS IN SCOTLAND.

DUNDEE AND NEWTYLE LINE,

In connection with the Scottish Midland Trains to and from Meigle, Coupar Angus, Stanley, Glammis, and Forfar, and also with Dunkeld, Blairgowrie, and Kerriemuir, by Omnibuses between these places and the Scottish Midland Railway, as follows:—

Down Trains.		Up Trains.	
From Dundee.	Arr. at Newtyle.	From Newtyle.	Arr. at Dundee.
morn.	morn.	morn.	morn.
8 5	9 10	8 0	9 0
10 50	11 55	10 50	11 50
aft	aft	aft	aft
2 40	3 45	2 35	3 35
4 50	5 50	4 50	5 50

The whole of the trains from Dundee go on to Meigle, Coupar Angus, and Stanley, and Passengers by the 8 5 and 2 40 trains may get on to Glammis and Forfar by waiting a little at the Meigle station.

Trains leave Stanley at 6 32 and 9 37 morn., and 1 12 and 3 48 aft.; Coupar Angus at 7 9 and 10 2 morn., and 1 39 and 4 10 aft.; Meigle at 7 35 and 10 25 morn., and 2 and 4 28 aft.; in connection with the trains from Newtyle to Dundee.

Passengers from Forfar at 6 30 and 9 10 morn. or 3 40 aft., or from Glammis at 6 41 and 9 21 morn. or 3 51 aft., may get on to Dundee by waiting a little at the Meigle station.

For the hours of the Omnibuses, see hand-bills.

Passengers from Edinburgh, per Edinburgh and Northern Railway, arriving in Dundee at 9 45 and 11 30 morn., 1 15 and 3 50 aft., will be in time for the trains which leave Dundee to Newtyle, Meigle, Coupar Angus, Blairgowrie, and Dunkeld, at 10 50 morn., 2 40 and 4 50 aft.

GLASGOW, GARNKIRK, & COATBRIDGE—11 Mls.

Supt., Walter Linn. Sec. and Man., C. A. King, St. Rollox, Glasgow.

Glasgow to Coatbridge and Morningside, *6¾ and 4½ a.m. and 4½ p.m.; to Coatbridge only, at *9 a.m., *3¾ and *6¼ p.m.

Coatbridge to Glasgow, &c., at 11 a.m.; 5 and 7 35 p.m.; from Morningside, at 8¼ a.m., 1 and 6¼ p.m.

From Glasgow to Coatbridge, 1st class, 9d., 2nd 6d.; to Garnkirk, first class, 6d.; second 4d.

Airdrie to Glasgow, at 8 50 and 10 50 a.m., 4 50 and 7 25 p.m.

* Trains marked thus run to Airdrie.

PAISLEY AND RENFREW.

From Paisley to Renfrew, hourly, from 7 10 a.m. until 7 10 p.m.
From Renfrew to Paisley, hourly, from 7¾ a.m. until 7¾ p.m.
FARES.—First class, 6d.; second class, 4d.

☞ All the Trains discontinued for the present.

WILSONTOWN, MORNINGSIDE, & COLTNESS.

Secretary, James Mitchell.—Res. Engineer, J. R. Forman.

From St. Rollox Station Glasgow to Longridge at 7¼ & 11¼ a.m., and 4¼ p.m.—From Longridge to Glasgow at 8 10 a.m., 12 10 & 5 10 p.m. calling at Morningside, Davies Dyke, Headless Cross, and Crofthead stations. No Sunday trains.

FARES—between Glasgow and Longridge, first class, 3s. 6d., second, 2s. 2d.

WATERFORD AND LIMERICK.

W. S. Saunders, Sec.

From Limk. Mls	Limerick to Tipperary.	Week Days. Mail. 1 & 2	1, 2, 3 class.	1 & 2 class.	1, 2, 3 class.	Mail. 1 & 2	Fares. 1st cls.	2nd cls.	3rd cls.	From Tipp'y Mls	Tipperary to Limerick.	Week Days. Mail. 1 & 2	1, 2, 3 class.	1 & 2 cls.	1, 2, 3 cls.	mail 1 & 2	Fares. 1st cls.	2nd cls.	3rd cls.
		a.m.	a.m.	p.m.	p.m.	p.m.	s. d.	s. d.	s. d.			a.m.	p.m.	p.m	p.m	p.m.	s. d.	s. d.	s. d.
	Limerick	8 5	11 0	2 5	5 30	9 50	..	..	..	..	**Tipperary**	9 10	12 20	3 5	6 30	10 40	..	..	..
4¼	Killonan	8 15	11 15	2 15	5 40	10 0	0 8	0 6	0 4	3¼	**Junction**	9 20	12 30	3 20	6 50	10 55	1 0	0 9	0 4
8	Boher	8 30	11 30	2 30	5 55	..	1 4	1 0	0 6	7	Oola	9 35	1 22	3 45	7 10	..	1 0	0 10	0 6
14	Pallas	8 50	11 50	2 50	6 15	10 25	2 4	1 8	1 0	11	Pallas	9 50	1 35	4 0	7 30	..	1 8	1 4	0 8
18	Oola	9 10	12 20	3 10	6 35	..	3 0	2 4	1 8	17	Boher	10 10	1 55	4 15	7 55	..	2 10	2 1	1 1
22	**Junction**	9 25	12 35	3 25	6 55	10 55	4 0	3 0	1 8	20¾	Killonan	10 20	2 10	4 25	8 10	..	3 4	2 6	1 4
25	**Tipperary**	9 40	1 20	3 50	7 10	11 15	4 0	3 0	1 8	25	**Limerick**	10 30	2 20	4 35	8 20	..	4 0	3 0	1 8

Sundays.—Limerick to Tipperary, 8 5 a.m.; 2 5 and 9 50 p.m.—Tipperary to Limerick, 9 10 a.m.; 3 5 and 10 40 p.m.

GLASGOW, PAISLEY, KILMARNOCK, AND AYR.

Sec., J. F. Smith, Bridge-st., Glasgow. Engineer and Manager Wm. Johnstone.

Miles.	From Glasgow.	To Ayr, Kilmarnock, Muirkirk, &c. 1, 2, 3 morn	1 & 2 morn	2 & 1 aft	2 & 1 aft	1, 2, 3	Fares frm Glasgw 1 cls.	2 cls.	3 cls
							s. d.	s. d.	s. d.
—	**Glasgow** .. dep.	7½	10¼	1¼	4¼	6½	1 0	0 9	0 6
2	Paisley	7 45	10 45	1 45	4 45	6 45	1 0	0 9	0 6
7	Johnstone	7 55	10 55	1 55	4 55	6 55	1 0	0 9	0 6
11½	Cochrane Mill	8 0	11 0	2 0	5 0	7 0	1 0	0 9	0 6
15¾	Lochwinnoch	8 10	11 10	2 10	5 10	7 10	1 0	0 9	0 6
17¾	Beith	8 15	11 15	2 15	5 15	7 15	1 0	0 9	0 6
19¾	Kilbirnie	8 20	11 20	2 20	5 20	7 20	1 0	0 9	0 6
22¾	Dairy	8 25	11 25	2 25	5 25	7 25	1 0	0 9	0 6
26	Kilwinning	8 35	11 35	2 35	5 35	7 35	1 0	0 9	0 6
29¼	Irvine	8 45	11 45	2 45	5 45	7 45	1 0	0 9	0 6
33	Barassie	..	..	..	..	..	..	..	..
34	Troon	8 55	11 55	2 55	5 55	7 55	1 0	0 9	0 6
36	Monkton	9 0	12 0	3 0	6 0	8 0	1 0	0 9	0 6
37½	Prestwick	..	12 5	..	6 5	..	..	..	..
40	**Ayr** ..... arr.	9 15	12 18	3 15	6 15	8 15	1 0	0 9	0 6
31¾	Dregthorn	8 50	11 50	2 50	5 50	7 50	1 0	0 9	0 6
35	Busby	8 55	11 55	2 55	5 55	7 55	1 0	0 9	0 6
37	**Kilmarnock**	9 5	12 5	3 5	6 5	8 5	1 0	0 9	0 6
39	Hurford	9 15	12 15	3 15	6 15	8 15	1 0	0 9	0 6
42¾	**Galston** arr.	9 20	..	..	6 20	8 20	1 0	0 9	0 6
46½	Mauchline	9 35	..	..	6 35	8 35	1 0	0 9	0 6
51	Auchinleck	9 45	..	..	6 45	8 45	1 0	0 9	0 6
61¼	**Muirkirk** .... arr.	10 20	..	..	7 20	9 20	1 0	0 9	0 6

Miles.	From Ayr.	To Kilmarnock, &c., & Glasgow. morn	1, 2, 3	1 & 2	2 & 1	2 & 1	1, 2, 3	Fares from Ayr. 1 cl.	2 cl.	3 cl.
								s. d.	s. d.	s. d.
—	**Ayr** ..... dep.	8 11	11 24	2 24	5 24	7	5 24	1 0	0 9	0 6
2¾	Prestwick	8 10	11 5	..	5 20	7	5 20	1 0	0 9	0 6
4	Monkton	8 15	11 11	2 25	5 25	7 10	5 25	1 0	0 9	0 6
7	Troon	8 25	11 20	2 30	5 30	7 15	5 30	1 0	0 9	0 6
10¼	Barassie	8 35	11 30	2 40	5 40	7 25	5 40	1 0	0 9	0 6
12¾	Irvine	8 50	11 50	2 50	5 50	7 50	5 50	1 0	0 9	0 6
16	Dregthorn	8 55	11 55	2 55	5 55	7 55	5 55	1 0	0 9	0 6
18	**Kilmarnock** .. arr	9 5	12 5	3 5	6 5	8 5	6 0	1 0	0 9	0 6
	Ditto ..... dep	9 15	12 15	3 15	6 15	8 15	6 0	1 0	0 9	0 6
20	Hurford	9 25	12 25	..	6 25	8 25	6 10	1 0	0 9	0 6
23½	**Galston**	9 45	..	..	6 45	8 45	6 10	1 0	0 9	0 6
	ditto ..... dep	7 40	10 40	..	4 20	6 40	4 0	1 0	0 9	0 6
27¾	Mauchline	9 45	..	..	4 20	6 45	4 0	1 0	0 9	0 6
32	Auchinleck	9 55	..	..	4 30	6 55	4 10	1 0	0 9	0 6
42¼	**Muirkirk** .... arr	10 20	..	..	4 55	7 20	4 43	1 0	0 9	0 6
	Ditto ..... dep	..	..	1 0	4 20	..	..	..	..	..
14	Kilwinning	8 30	11 30	2 45	5 45	7 30	2 0	0 6	0 4	0 3
17¾	Dairy	8 40	11 40	2 55	5 55	7 40	2 0	0 6	0 4	0 3
20¼	Kilbirnie	8 46	11 45	3 0	6 0	7 50	3 0	0 6	0 4	0 3
22¼	Beith	8 50	11 55	3 5	6 5	7 55	3 0	0 6	0 4	0 3
24¼	Lochwinnoch	9 0	12 ..	3 15	6 15	8 10	3 0	0 6	0 4	0 3
28¾	Cochrane Mill	9 10	12 5	..	6 20	8 20	4 0	0 6	0 4	0 3
33	Johnstone	9 20	12 15	3 30	6 30	8 30	4 0	0 6	0 4	0 3
40	**Glasgow** ..... arr	10 6	12 45	4 0	7 0	9 0	4 6	0 6	0 4	0 3

Muirkirk to Ayr, 6¾ mor., 1 and 5¾ aft.—**Galston to Ayr,** 7 40 and 10 40 morn., 4 50 and 6 40 aft.—**Kilmarnock to Ayr,** 8 and 11 morn., 2¼, 5¾, and 7 aft.

GLASGOW AND PAISLEY JOINT RAILWAY.

Glasgow to Paisley.

At 6 40	morn.	Greenock.	At 2	aft.	Greenock.
7 30	„	Ayr & Kilm.	* 3	„	Ayr & Kilm.
8	„	Greenock.	* 4	„	Greenock.
9	„	Greenock.	4 30	„	Ayr & Kilm.
* 10	„	Greenock.	5	„	Greenock.
10 30	„	Ayr & Kilm.	6	„	Greenock.
11	„	Greenock.	* 6 30	„	Ayr & Kilm.
12	noon	Greenock.	* 7	„	Greenock.
* 1	aft.	Greenock.	9	„	Paisley.
1 30	„	Ayr & Kilm.			

Additional Train from Glasgow at *3 30 aft. on Monday, Wednesday, and Friday, and on Saturday at 2½ and 10 aft.

Paisley to Glasgow.†

At 7 20	morn.	Greenock.	At 3	aft.	Greenock.
9	„	Greenock.	* 3 40	„	Ayr & Kilm.
* 9 40	„	Ayr & Kilm.	4	„	Greenock.
10	„	Greenock.	5	„	Greenock.
11	„	Greenock.	6	„	Greenock.
12	noon	Greenock.	* 6 40	„	Ayr & Kilm.
* 12 30	aft.	Ayr & Kilm.	7	„	Greenock.
1	„	Greenock.	8	„	Greenock.
2 20	„	Greenock.	8 40	„	Ayr & Kilm.
			9 40	„	Paisley.

† These Trains from Paisley will leave as above, or after their arrival from Ayr, Greenock, &c.
Additional Train from Paisley on Saturdays at 9 aft.

Glasgow to Troon, direct.—

Monday, Wednesday, and Friday, at 3½ p.m., in connexion with Steamers to Fleetwood.

Glasgow to Ardrossan, direct

Monday, Tuesday, Wednesday, Thursday, and Friday, 6½ p.m.; on Saturday, at 2½ p.m., in connexion with Steamers to Belfast.

Glasgow and Barrhead.

A COACH is advertised to run from the Paisley Station in connexion with the Trains marked (*), and on Saturdays with the 9 aft. from Glasgow, and 9 40 aft. to Glasgow.

DUBLIN & DROGHEDA, 31½ Miles.

Sec. J. P. Culverwell, Dublin.

DOWN TRAINS.	morn Mixd	morn	morn Mail.	morn quick 1 & 2	morn	aft	aft	aft quick 1, 2, 3	aft Mixd	aft	aft	aft Mail.	aft	aft
Dublin ..leaves	7 30	8 0	9 0	11 0	11 30	1 0	3 45	3 30	5 0	5 15	7 30	7 15	10 0	..
Clontarf..arrival..	7 35	8 5	..	..	11 35	1 5	3 50	..	..	5 20	7 35	..	10 5	..
Raheny	7 46	8 14	..	..	11 44	1 14	3 59	..	..	5 29	7 44	..	10 14	..
Junction	7 50	8 17	..	11 13	11 47	1 17	4 2	3 43	5 20	5 32	7 47	..	10 17	..
Baldoyle & Sutton	..	8 24	..	..	11 54	1 24	4 9	..	..	5 39	7 54	..	10 24	..
Howth.....	..	8 30	..	..	12 0	1 30	4 15	..	..	5 45	8 0	..	10 30	..
Portmarnock	7 56	..	..	..	..	..	..	..	5 29	..	..	..	..	..
Malahide	8 5	..	9 20	11 23	..	..	..	3 54	5 40	..	..	7 35	..	..
Donabate	8 13	..	..	11 30	..	..	..	4 2	5 51	..	..	..	..	..
Rush and Lusk..	8 23	..	..	11 36	..	..	..	4 9	6 5	..	..	..	..	..
Skerries	8 37	..	..	11 48	..	..	..	4 21	6 24	..	..	..	..	..
Balbriggan ..	8 48	..	9 47	11 57	..	..	..	4 31	6 40	..	..	8 1	..	..
Gormanston	8 54	..	..	..	..	..	..	4 37	6 53	..	..	..	..	..
Laytown	9 5	..	..	12 12	..	..	..	4 47	7 10	..	..	..	..	..
Drogheda	9 20	..	10 10	12 25	..	..	..	5 0	7 30	..	..	8 25	..	..

UP TRAINS.	morn Mail.	morn Mixd	morn	morn 1, 2, 3 quick	aft	aft	aft Mail.	aft	aft 1, 2, 3 quick	aft	aft	aft Mixd	aft	aft
Drogheda levs.	4 5	8 0	..	11 0	..	..	3 30	..	5 0	..	..	8 0	..	..
Laytown	..	8 12	..	11 11	..	..	..	..	5 11	..	..	8 16	..	..
Gormanston	..	8 23	..	..	..	..	..	..	..	..	..	8 32	..	..
Balbriggan ..	4 29	8 39	..	11 24	..	..	3 48	..	5 24	..	..	8 43	..	..
Skerries	..	8 41	..	11 34	..	..	..	..	5 34	..	..	8 58	..	..
Rush and Lusk..	..	8 58	..	11 46	..	..	..	..	5 46	..	..	9 18	..	..
Donabate.....	..	9 7	..	11 52	..	..	..	..	5 52	..	..	9 32	..	..
Malahide	4 55	9 15	..	11 58	..	..	4 16	..	5 58	..	..	9 42	..	..
Portmarnock	..	9 23	..	..	..	..	..	..	..	..	..	9 51	..	..
Howth.....	..	..	9 10	..	12 15	1 40	..	4 20	..	6 15	8 30	..	10 35	..
Baldoyle & Sutton	..	..	9 15	..	12 20	1 45	..	4 25	..	6 20	8 35	..	10 40	..
Junction	..	9 34	9 21	12 10	12 26	1 51	..	4 31	6 10	6 26	8 41	10 3	10 46	..
Raheny	..	..	9 27	..	12 32	1 57	..	4 37	..	6 32	8 47	10 14	10 52	..
Clontarf	..	..	9 35	..	12 40	2 5	..	4 45	..	6 40	8 55	10 25	11 0	..
Dublin.....	5 15	9 50	9 40	12 25	12 45	2 10	4 35	4 50	6 25	6 45	9 0	10 30	11 5	..

On Sundays, from Dublin to Drogheda, at 9 and 11 a.m.; 5 and 7¼ p.m.; to Howth, 10½ a.m.; 12¼, 1½, 2½, 3¾, 5¼, 7½ & 9 20 p.m.; to Malahide, 1 & 3 p.m. TO DUBLIN from Drogheda, at 4 5 & 9½ a.m.; 3¾ & 8 p.m.; from Howth, at 11 10 a.m.; 1 10, 2 10, 3 10, 4¾, 6¼, 8½ & 10 p.m.; from Malahide, 2¼ & 4¾ p.m.

Fares by mail trains for the whole distance, first class, 5s.; second, 4s.; by quick trains, 4s.—3s. 6d., by ordinary trains, 3s. 6d.—3s.; 2s.

Return Tickets on Sundays, enabling parties to travel over the whole line and to get out at intermediate stations, returning the same day, first class, 5s.; second, 4s.; third, 2s. 6d.

BELFAST AND ARMAGH.—Ulster Railway.

From Belfast to Armagh. 8 and 10 in the morning, 12, 2, 4½, & 6½ in the afternoon.

From Armagh to Belfast. 8, and 10 a.m., 12, 2, 4 30, and 6 30 p.m. ON SUNDAYS, from Belfast, 9 a.m., 3, and 6½ p.m.; from Armagh, 9 a.m., 3, and 6½ p.m.

FARES.—From Belfast to Lisburn 9d., 6d., 4d.; to Moira, 1s. 6d., 1s., 8d.; to Lurgan, 2s., 1s. 6d., 1s.; to Portadown, 2s. 6d., 2s., 1s. 4d.; to Armagh, 3s. 9d., 3s., 2s.

***The 8 a.m. Train from Belfast does not stop at Dunmurry, except on Tuesdays and Thursdays.

LONDONDERRY AND ENNISKILLEN.

From Londonderry to Strabane at 7¾ a.m. (Sligo mail,) and 10 a.m.; 2 50 p.m. (Dublin mail,) and 5 10 p.m.

From Strabane to Londonderry at 8 55 a.m. (Dublin mail) and 11¼ a.m.; 4 p.m. (Sligo mail) and 6¼ p.m.; calling at Carrigans, St. Johnston, Carrickmore, and Borthall.

On SUNDAYS, the mails only run as on week days.

FARES.—Londonderry to Strabane, first class, 2s.; second, 1s. 6d.; third, 1s.; fourth, 10d.

DUBLIN, CARLOW, KILDARE, & LIMERICK.—Great Southern and Western.

W. Taylor, Sec. Sir J. Macneill, Engnr. in Chief. T. Brierley, Treasurer. J. Miller, Loc. Sup. G. E. Ilbery, Traffic Sup.

Mls.	DOWN Daily Trains. (Including Sundays)	1 & 2 class.	1 & 2 Mail. *	1, 2, 3 class.	1 & 2 class. *†	1 & 2 Mail. *	Fares From Dublin. 1st	2nd	3rd
	TRAINS LEAVE	morn	morn	noon	aft	aft	s. d.	s. d.	s. d.
	Dublin	8 0	10 0	12 0	4 30	7 30			
4½	Clondalkin	..	10 18	12 23	4 46	7 48	1 0	0 9	0 4
6¾	Lucan.....	..	10 28	12 32	4 55	7 58	1 3	1 0	0 6
10	Hazlehch & Celbrdg	8 27	10 40	12 45	5 6	8 10	1 9	1 3	0 9
13¼	Straffan	..	..	12 58	5 15	..	2 6	2 0	1 0
18	**Sallins**	8 48	11 1	1 16	5 28	8 31	3 0	2 6	1 3
25½	**Newbridge**....	9 8	11 26	1 42	5 48	8 56	4 6	3 6	1 9
30	**Kildare**.....	9 20	11 39	2 0	6 0	9 9	5 0	4 0	2 0
Carlow Branch	44¾ **Athy**	9 55	12 9	3 0	6 35	9 39	7 6	5 6	2 9
	51 Mageney	10 10	12 27	3 26	6 50	9 57	8 6	6 6	3 3
	55¾ **Carlow** abt.	10 25	12 45	3 45	7 †5	10 15	9 6	7 0	3 6
Irish South East	59¾ Milford	10 35	12 55	4 0	7 15	..	..	..	..
	66 Bagnalstown..	10 55	1 15	4 30	7 35	..	11 6	8 6	4 3
36½	Monasterevan	9 41	12 1	2 25	6 20	9 31	6 0	4 6	2 3
41½	**Portarlington**	9 54	12 17	2 43	6 30	9 47	7 0	5 6	2 9
50¾	**Maryboro**	10 16	12 42	3 18	6 48	10 12	8 6	6 6	3 5
59¾	Mntrath & Castltwn	10 40	1 9	3 52	7 8	10 39	10 0	7 6	3 9
67¼	Roscrea & Borris..	11 2	1 32	4 20	7 30	11 5	11 6	8 6	4 3
79	Templemore.....	11 35	2 5	5 2	8 0	11 38	13 0	10 0	5 0
86¾	**Thurles**.....	12 0	2 30	5 30	8 24	12 3	14 6	11 0	5 6
99¼	Dundrum	12 35	3 5	6 23	8 57	12 38	16 6	12 6	6 3
107	Limerick Junction	1 5	3 35	6 55	9 30	1 8	..	..	..
Waterford and Limerick.	110¼ Tipperary	1 20	3 50	7 10	9 45	1 25	19 0	14 3	7 1
	115 Pallas	1 32	4 2	7 13	9 57	1 35	19 8	14 10	7 5
	129 **Limerick** arr	2 5	4 35	8 30	10 30	2 8	22 0	16 6	8 5

UP Daily Trains,	1 & 2 class	1 & 2 Mail.	1, 2, 3 class.	1 & 2 class.	1 & 2 Mail.	Sundays. 1 & 2 class.	1, 2, 3 class.	1 & 2 class.
TRAINS LEAVE	morn	morn	morn	aft	aft	morn	morn	aft
Limerick..dep	..	8 5	11 0	2 5	9 50	..	8 5	9 50
Pallas	..	8 50	11 50	2 50	10 25	..	8 50	10 25
Tipperary	..	9 10	12 20	3 5	10 40	..	9 10	10 40
Limerick Junction..	..	9 25	12 36	3 22	10 55	..	9 25	10 55
Dundrum.....	..	9 49	1 0	3 44	11 19	..	9 49	11 19
Thurles	6 30	10 25	1 55	4 20	11 55	..	10 25	11 55
Templemore	6 50	10 50	2 25	4 41	12 20	..	10 50	12 20
Roscrea & Borris ..	7 18	11 25	3 9	5 12	12 55	..	11 25	12 55
Mntrath & Castltown	7 38	11 48	3 37	5 33	1 18	..	11 48	1 18
Maryboro'	8 0	12 16	4 10	5 57	1 46	..	12 16	1 46
Portarlington	8 23	12 44	4 44	6 22	2 14	..	12 44	2 14
Monasterevan.....	8 37	12 59	5 14	6 37	2 29	..	12 59	2 29
Bagnalstown	7 30	11 45	3 0	5 20	..	..	11 40	..
Milford.....	7 45	12 0	3 20	5 35	..	..	12 0	..
Carlow	8 0	12 15	3 45	5 50	1 45	8 0	12 15	1 45
Mageney.....	8 16	12 25	4 3	6 0	..	8 10	12 25	..
Athy	8 28	12 44	4 28	6 18	2 14	8 28	12 44	2 14
Kildare	8 55	1 24	5 30	6 55	2 54	8 55	1 24	2 54
Newbridge	9 9	1 38	5 48	7 9	3 8	9 9	1 38	3 8
Sallins.....	9 30	1 57	6 18	7 30	3 27	9 30	1 57	3 27
Straffan	9 40	..	6 33	..	..	..	2 5	..
Hazlehtch & Celbrdg	9 48	2 21	6 48	7 48	..	9 48	2 21	..
Lucan	10 0	2 32	7 0	..	..	10 0	2 32	..
Clondalkin	10 10	2 41	7 10	..	..	10 10	2 41	..
Dublin ..about..	10 30	3 0	7 30	8 15	4 30	10 30	3 0	4 30

Trains marked thus * run also on Sundays. † Runs only to Carlow on Sundays. Dublin time observed at all the Stations.
Return Tickets, to first and second class passengers to return the same day, except by tickets issued on Saturday and Sunday, at one and a half fare.

Clerk, Thomas F. Bergin.

DUBLIN AND KINGSTOWN.

Treasurer, Jas. Pim, Jun., Dublin.

From both ends on week days, every half-hour from 6 a.m. until 11½ p.m., stopping at all the stations, viz:—Booterstown, Black Rock, and Salt Hill. An extra train from Kingstown at 9¼ a.m., stopping at Merrion in addition to the usual stations.

Extra Trains each day from both ends of the line, from 4 to 5¾ p.m.

The Down Trains, at 4¼, and 5¼, stop only at Blackrock; the 4¾ p.m. down at Merrion only. The 11 and 11½ p.m. Up and Down trains also stop at Merrion every day. Sunday trains same hours as on week days.

FARES.—First class 1s., second class 8d., third class 6d.

The Mail bags are conveyed by the 8½ a.m. train, by Holyhead; 6½ a.m. and 6 p.m. trains by Liverpool.

DUBLIN & DROGHEDA, 31½ Miles.

Sec. J. P. Culverwell, Dublin.

DOWN TRAINS.	morn Mixd	morn	morn Mail.	morn quick 1 & 2	morn	aft	aft	aft quick 1, 2, 3	aft Mixd	aft	aft	aft Mail.	aft	aft
Dublin ..leaves	7 30	8 0	9 0	11 0	11 30	1 0	3 45	3 30	5 0	5 15	7 30	7 15	10 0	..
Clontarf..arrival..	7 35	8 5	..	..	11 35	1 5	3 50	..	..	5 20	7 35	..	10 5	..
Raheny	7 46	8 14	..	..	11 44	1 14	3 59	..	..	5 29	7 44	..	10 14	..
Junction	7 50	8 17	..	11 13	11 47	1 17	4 2	3 43	5 20	5 32	7 47	..	10 17	..
Baldoyle & Sutton	..	8 24	..	..	11 54	1 24	4 9	..	..	5 39	7 54	..	10 24	..
Howth.....	..	8 30	..	..	12 0	1 30	4 15	..	..	5 45	8 0	..	10 30	..
Portmarnock	7 56	..	..	..	..	..	..	..	5 29	..	..	..	..	..
Malahide	8 5	..	9 20	11 23	..	..	..	3 54	5 40	..	..	7 35	..	..
Donabate	8 13	..	..	11 30	..	..	..	4 2	5 51	..	..	..	..	..
Rush and Lusk..	8 23	..	..	11 36	..	..	..	4 9	6 5	..	..	..	..	..
Skerries	8 37	..	..	11 48	..	..	..	4 21	6 24	..	..	..	..	..
Balbriggan ..	8 48	..	9 47	11 57	..	..	..	4 31	6 40	..	..	8 1	..	..
Gormanston	8 54	..	..	..	..	..	..	4 37	6 53	..	..	..	..	..
Laytown	9 5	..	..	12 12	..	..	..	4 47	7 10	..	..	..	..	..
Drogheda	9 20	..	10 10	12 25	..	..	..	5 0	7 30	..	..	8 25	..	..

UP TRAINS.	morn Mail.	morn Mixd	morn	morn 1, 2, 3 quick	aft	aft	aft Mail.	aft	aft 1, 2, 3 quick	aft	aft	aft Mixd	aft	aft
Drogheda levs.	4 5	8 0	..	11 0	..	..	3 30	..	5 0	..	..	8 0	..	..
Laytown	..	8 12	..	11 11	..	..	..	..	5 11	..	..	8 16	..	..
Gormanston	..	8 23	..	..	..	..	..	..	..	..	..	8 32	..	..
Balbriggan ..	4 29	8 39	..	11 24	..	..	3 48	..	5 24	..	..	8 43	..	..
Skerries	..	8 41	..	11 34	..	..	..	..	5 34	..	..	8 58	..	..
Rush and Lusk..	..	8 58	..	11 46	..	..	..	..	5 46	..	..	9 18	..	..
Donabate.....	..	9 7	..	11 52	..	..	..	..	5 52	..	..	9 32	..	..
Malahide	4 55	9 15	..	11 58	..	..	4 16	..	5 58	..	..	9 42	..	..
Portmarnock	..	9 23	..	..	..	..	..	..	..	..	..	9 51	..	..
Howth.....	..	..	9 10	..	12 15	1 40	..	4 20	..	6 15	8 30	..	10 35	..
Baldoyle & Sutton	..	..	9 15	..	12 20	1 45	..	4 25	..	6 20	8 35	..	10 40	..
Junction	..	9 34	9 21	12 10	12 26	1 51	..	4 31	6 10	6 26	8 41	10 3	10 46	..
Raheny	..	..	9 27	..	12 32	1 57	..	4 37	..	6 32	8 47	10 14	10 52	..
Clontarf	..	..	9 35	..	12 40	2 5	..	4 45	..	6 40	8 55	10 25	11 0	..
Dublin.....	5 15	9 50	9 40	12 25	12 45	2 10	4 35	4 50	6 25	6 45	9 0	10 30	11 5	..

On Sundays, from Dublin to Drogheda, at 9 and 11 a.m.; 5 and 7¼ p.m.; to Howth, 10½ a.m.; 12¼, 1½, 2½, 3¾, 5¼, 7½ & 9 20 p.m.; to Malahide, 1 & 3 p.m. TO DUBLIN from Drogheda, at 4 5 & 9½ a.m.; 3¾ & 8 p.m.; from Howth, at 11 10 a.m.; 1 10, 2 10, 3 10, 4¾, 6¼, 8½ & 10 p.m.; from Malahide, 2¼ & 4¾ p.m.

Fares by mail trains for the whole distance, first class, 5s.; second, 4s.; by quick trains, 4s.—3s. 6d., by ordinary trains, 3s. 6d.—3s.; 2s.

Return Tickets on Sundays, enabling parties to travel over the whole line and to get out at intermediate stations, returning the same day, first class, 5s.; second, 4s.; third, 2s. 6d.

BELFAST AND ARMAGH.—Ulster Railway.

From Belfast to Armagh. 8 and 10 in the morning, 12, 2, 4½, & 6½ in the afternoon.

From Armagh to Belfast. 8, and 10 a.m., 12, 2, 4 30, and 6 30 p.m. ON SUNDAYS, from Belfast, 9 a.m., 3, and 6½ p.m.; from Armagh, 9 a.m., 3, and 6½ p.m.

FARES.—From Belfast to Lisburn 9d., 6d., 4d.; to Moira, 1s. 6d., 1s., 8d.; to Lurgan, 2s., 1s. 6d., 1s.; to Portadown, 2s. 6d., 2s., 1s. 4d.; to Armagh, 3s. 9d., 3s., 2s.

***The 8 a.m. Train from Belfast does not stop at Dunmurry, except on Tuesdays and Thursdays.

LONDONDERRY AND ENNISKILLEN.

From Londonderry to Strabane at 7¾ a.m. (Sligo mail,) and 10 a.m.; 2 50 p.m. (Dublin mail,) and 5 10 p.m.

From Strabane to Londonderry at 8 55 a.m. (Dublin mail) and 11¼ a.m.; 4 p.m. (Sligo mail) and 6¼ p.m.; calling at Carrigans, St. Johnston, Carrickmore, and Borthall.

On SUNDAYS, the mails only run as on week days.

FARES.—Londonderry to Strabane, first class, 2s.; second, 1s. 6d.; third, 1s.; fourth, 10d.

DUBLIN, CARLOW, KILDARE, & LIMERICK.—Great Southern and Western.

W. Taylor, Sec. Sir J. Macneill, Engnr. in Chief. T. Brierley, Treasurer. J. Miller, Loc. Sup. G. E. Ilbery, Traffic Sup.

Mls.	DOWN Daily Trains. (Including Sundays)	1 & 2 class.	1 & 2 Mail. *	1, 2, 3 class.	1 & 2 class. *†	1 & 2 Mail. *	Fares From Dublin. 1st	2nd	3rd
	TRAINS LEAVE	morn	morn	noon	aft	aft	s. d.	s. d.	s. d.
	Dublin	8 0	10 0	12 0	4 30	7 30			
4½	Clondalkin	..	10 18	12 23	4 46	7 48	1 0	0 9	0 4
6¾	Lucan.....	..	10 28	12 32	4 55	7 58	1 3	1 0	0 6
10	Hazlehch & Celbrdg	8 27	10 40	12 45	5 6	8 10	1 9	1 3	0 9
13¼	Straffan	..	..	12 58	5 15	..	2 6	2 0	1 0
18	**Sallins**	8 48	11 1	1 16	5 28	8 31	3 0	2 6	1 3
25½	**Newbridge**....	9 8	11 26	1 42	5 48	8 56	4 6	3 6	1 9
30	**Kildare**.....	9 20	11 39	2 0	6 0	9 9	5 0	4 0	2 0
Carlow Branch	44¾ **Athy**	9 55	12 9	3 0	6 35	9 39	7 6	5 6	2 9
	51 Mageney	10 10	12 27	3 26	6 50	9 57	8 6	6 6	3 3
	55¾ **Carlow** abt.	10 25	12 45	3 45	7 †5	10 15	9 6	7 0	3 6
Irish South East	59¾ Milford	10 35	12 55	4 0	7 15	..	..	..	..
	66 Bagnalstown..	10 55	1 15	4 30	7 35	..	11 6	8 6	4 3
36½	Monasterevan	9 41	12 1	2 25	6 20	9 31	6 0	4 6	2 3
41½	**Portarlington**	9 54	12 17	2 43	6 30	9 47	7 0	5 6	2 9
50¾	**Maryboro**	10 16	12 42	3 18	6 48	10 12	8 6	6 6	3 5
59¾	Mntrath & Castltwn	10 40	1 9	3 52	7 8	10 39	10 0	7 6	3 9
67¼	Roscrea & Borris..	11 2	1 32	4 20	7 30	11 5	11 6	8 6	4 3
79	Templemore.....	11 35	2 5	5 2	8 0	11 38	13 0	10 0	5 0
86¾	**Thurles**.....	12 0	2 30	5 30	8 24	12 3	14 6	11 0	5 6
99¼	Dundrum	12 35	3 5	6 23	8 57	12 38	16 6	12 6	6 3
107	Limerick Junction	1 5	3 35	6 55	9 30	1 8	..	..	..
Waterford and Limerick.	110¼ Tipperary	1 20	3 50	7 10	9 45	1 25	19 0	14 3	7 1
	115 Pallas	1 32	4 2	7 13	9 57	1 35	19 8	14 10	7 5
	129 **Limerick** arr	2 5	4 35	8 30	10 30	2 8	22 0	16 6	8 5

UP Daily Trains,	1 & 2 class	1 & 2 Mail.	1, 2, 3 class.	1 & 2 class.	1 & 2 Mail.	Sundays. 1 & 2 class.	1, 2, 3 class.	1 & 2 class.
TRAINS LEAVE	morn	morn	morn	aft	aft	morn	morn	aft
Limerick..dep	..	8 5	11 0	2 5	9 50	..	8 5	9 50
Pallas	..	8 50	11 50	2 50	10 25	..	8 50	10 25
Tipperary	..	9 10	12 20	3 5	10 40	..	9 10	10 40
Limerick Junction..	..	9 25	12 36	3 22	10 55	..	9 25	10 55
Dundrum.....	..	9 49	1 0	3 44	11 19	..	9 49	11 19
Thurles	6 30	10 25	1 55	4 20	11 55	..	10 25	11 55
Templemore	6 50	10 50	2 25	4 41	12 20	..	10 50	12 20
Roscrea & Borris ..	7 18	11 25	3 9	5 12	12 55	..	11 25	12 55
Mntrath & Castltown	7 38	11 48	3 37	5 33	1 18	..	11 48	1 18
Maryboro'	8 0	12 16	4 10	5 57	1 46	..	12 16	1 46
Portarlington	8 23	12 44	4 44	6 22	2 14	..	12 44	2 14
Monasterevan.....	8 37	12 59	5 14	6 37	2 29	..	12 59	2 29
Bagnalstown	7 30	11 45	3 0	5 20	..	..	11 40	..
Milford.....	7 45	12 0	3 20	5 35	..	..	12 0	..
Carlow	8 0	12 15	3 45	5 50	1 45	8 0	12 15	1 45
Mageney.....	8 16	12 25	4 3	6 0	..	8 10	12 25	..
Athy	8 28	12 44	4 28	6 18	2 14	8 28	12 44	2 14
Kildare	8 55	1 24	5 30	6 55	2 54	8 55	1 24	2 54
Newbridge	9 9	1 38	5 48	7 9	3 8	9 9	1 38	3 8
Sallins.....	9 30	1 57	6 18	7 30	3 27	9 30	1 57	3 27
Straffan	9 40	..	6 33	..	..	..	2 5	..
Hazlehtch & Celbrdg	9 48	2 21	6 48	7 48	..	9 48	2 21	..
Lucan	10 0	2 32	7 0	..	..	10 0	2 32	..
Clondalkin	10 10	2 41	7 10	..	..	10 10	2 41	..
Dublin ..about..	10 30	3 0	7 30	8 15	4 30	10 30	3 0	4 30

Trains marked thus * run also on Sundays. † Runs only to Carlow on Sundays. Dublin time observed at all the Stations.
Return Tickets, to first and second class passengers to return the same day, except by tickets issued on Saturday and Sunday, at one and a half fare.

Clerk, Thomas F. Bergin.

DUBLIN AND KINGSTOWN.

Treasurer, Jas. Pim, Jun., Dublin.

From both ends on week days, every half-hour from 6 a.m. until 11½ p.m., stopping at all the stations, viz:—Booterstown, Black Rock, and Salt Hill. An extra train from Kingstown at 9¼ a.m., stopping at Merrion in addition to the usual stations.

Extra Trains each day from both ends of the line, from 4 to 5¾ p.m.

The Down Trains, at 4¼, and 5¼, stop only at Blackrock; the 4¾ p.m. down at Merrion only. The 11 and 11½ p.m. Up and Down trains also stop at Merrion every day. Sunday trains same hours as on week days.

FARES.—First class 1s., second class 8d., third class 6d.

The Mail bags are conveyed by the 8½ a.m. train, by Holyhead; 6½ a.m. and 6 p.m. trains by Liverpool.

BELFAST and BALLYMENA.

Down Trains.	1 2 3 mail.	1 2 3 class.	2nd class	1 2 3 class.	1 2 3 class.	Sundays	Fares.					Stations.	1 2 3 class.	1 2 3 class.	2nd class.	1 2 3 mail.	1 2 3 class.	Sundays
	morn	morn	aft	aft	aft	morn aft	1 cls.	2 cl.	3 cl.				morn	morn	aft	aft	aft	morn aft
							s. d.	s. d.	s. d.									
Belfast.....dep.	8 0	10 30	1 40	4 15	6 35	8 0 4 15	0 10	0 8	0 5			**Ballymena**. dep.	7 40	10 20	10 30	4 5	6 15	7 40 4 5
Whitehouse	8 10	..	1 53	4 25	6 45	8 10 4 25	0 6	0 3	0 2			Andraid	7 50	..	10 50	..	6 25	7 50 ..
Whiteabbey	8 18	10 47	1 58	4 32	6 53	8 18 4 32	0 6	0 4	0 2			Drumsough Junctn.	8 7	10 40	11 10	4 25	6 42	8 7 4 25
Carrickfergus Junct.	8 25	10 53	2 10	4 38	7 0	8 25 4 38	0 9	0 7	0 5			Randalstown ..arr.	8 17	10 50	11 15	4 35	6 52	8 17 4 35
Troopers' Lane	8 28	10 56	2 20	4 41	7 3	8 28 4 41	0 10	0 8	0 5			,, dep.	7 53	10 28	11 50	4 13	6 30	7 53 4 13
Carrickfergs.ar	8 30	10 58	2 25	4 43	7 5	8 30 4 43	1 0	0 9	0 6			**Antrim**.....	8 17	10 50	11 25	4 35	6 52	8 17 4 35
,, dep.	8 12	10 40	1 56	4 25	6 47	8 12 4 25	..	..	..			Dunadry	8 26	11 0	11 42	4 45	7 0	8 26 4 45
Ballynure Road	8 35	..	2 30	..	7 10	8 35 ..	1 0	0 9	0 6			Templepatrick	8 35	..	11 55	..	7 8	8 35 ..
Ballypallady	8 43	11 10	2 40	4 55	7 18	8 43 4 55	1 4	1 0	0 8			Ballypallady	8 42	11 10	12 5	4 55	7 18	8 42 4 55
Templepatrick	8 50	..	2 50	..	7 27	8 50 ..	1 8	1 4	0 10			Ballynure Road	8 50	..	12 15	..	7 26	8 50 ..
Dunadry	9 0	11 20	3 5	5 5	7 35	9 0 5 5	2 0	1 6	1 0			Carrickfergus Junct.	9 0	11 27	12 30	5 12	7 35	9 0 5 12
Antrim.....	9 8	11 30	3 15	5 15	7 43	9 8 5 15	2 3	1 9	1 2			**Carrickfergs**.ar.	9 8	11 35	12 45	5 20	7 43	9 8 5 20
Drumsough Junctn.	9 18	11 40	3 30	5 25	7 53	9 18 5 25	2 9	2 1	1 6			,, dep.	8 47	11 14	12 15	5 0	7 22	8 47 5 0
Randalstown ..arr.	9 28	11 50	3 40	5 35	8 5	9 28 5 35	3 0	2 3	1 8			Troopers' Lane	8 52	11 20	12 20	5 5	7 26	8 52 5 5
,, dep.	9 8	11 30	3 15	5 15	7 43	9 8 5 15	..	..	..			Whiteabbey.....	9 10	..	12 38	5 20	7 45	9 10 5 20
Andraid	9 30	..	3 45	..	8 3	9 30 ..	3 0	2 5	1 8			Whitehouse	9 15	11 40	12 45	5 25	7 50	9 15 5 25
Ballymena.. arr.	9 45	12 0	4 0	5 45	8 20	9 45 5 45	3 6	2 9	2 0			**Belfast** .....arr.	9 25	11 50	1 0	5 35	8 0	9 25 5 35

Extra Trains on Sundays, Belfast to Carrickfergus at 3 p.m.; Carrickfergus to Belfast at 7 p.m.

DUBLIN, MAYNOOTH AND KINNEGAD.—Midland Great Western.—36 Miles.—Station, Hill of Down.

G. W. Hemans, Chief Engineer. Secretary, H. Beausire.

Miles.	DOWN. Dublin to Kinnegad & Ballivor	Week Days. 1, 2, 3 class.	1, 2, 3 class.	1, 2, 3 class.	1, 2, 3 class.	1 & 2 mail.	Fares. 1st clss.	2nd clss.	3rd clss	Miles.	UP. Kinnegad and Ballvr to Dublin	Week Days. 1 & 2 mail.	1, 2, 3 class.	1, 2, 3 class.	1, 2, 3 class.	1, 2, 3 class.	1, 2, 3 class.	Fares. 1st clss.	2nd clss.	3rd clss.
		morn	morn	morn	aft.	aft.	s. d.	s. d.	s. d.			morn	morn	morn	aft.	aft.	aft.	s. d.	s. d.	s. d.
—	**Dublin** .....dep.	6 0	8 15	11 0	5 0	7 15	..	..	..	—	**Kinnegd&B.** dep.	3 40	8 0	10 45	3 30	7 45	..	..	..	..
4½	Blanchardstown	..	..	11 14	5 14	..	0 8	0 6	0 4	5½	Moyvalley	..	..	11 0	3 45	8 4	1 0	0 9	0 5	
7	Clonsilla	6 18	8 34	11 24	5 24	..	0 10	0 8	0 5	9½	Enfield	4 4	8 24	11 12	3 57	8 20	1 8	1 1	0 9	
9	Lucan.....	..	8 42	11 32	5 32	7 38	1 0	0 9	0 6	15	Ferns Lock	..	8 39	..	4 11	8 44	2 1	1 1	1 0	
1	Louisa-bdg & Leixlip	..	8 50	11 41	5 41	7 46	1 1	0 9	0 6	17	Kilcock	4 24	8 47	11 31	4 18	8 51	2 10	2 2	2 1	
5	Maynooth.....	6 38	9 2	11 52	5 52	7 58	2 4	1 8	1 0	21	Maynooth.....	4 36	9 10	11 43	4 29	9 2	3 4	2 6	1 8	
9	Kilcock	6 50	9 15	12 5	6 5	8 10	3 0	2 0	1 4	25	Louisa-bdg & Leixlip	4 46	9 10	11 54	4 40	9 13	4 0	3 0	2 0	
1	Ferns Lock	..	..	12 13	6 13	..	3 4	2 4	1 6	27	Lucan.....	4 54	9 18	12 2	4 48	9 21	4 4	3 3	2 2	
6½	Enfield	7 9	9 35	12 31	6 31	8 30	4 0	3 0	2 0	29	Clonsilla.....	..	9 25	12 10	4 55	9 28	4 8	3 3	2 2	
0½	Moyvalley	..	9 48	12 44	6 44	..	4 8	3 6	2 2	31½	Blanchardstown	..	9 33	12 18	5 3	9 36	5 0	3 8	2 2	
6	**Kinngd & Ballvr**	7 30	10 0	1 0	7 0	8 50	5 6	4 2	2 9	36	**Dublin** ....arrival	5 15	9 45	12 30	5 15	9 50	5 6	4 2	2 9	

ON SUNDAYS.—**Dublin to Kinnegad and Ballivor,** at 7½ morn.; 5 and 7¾ afternoon; to ENFIELD at 10 morn.

,, **Kinnegad and Ballivor to Dublin,** at 3 40 and 10 morn.; and 7¾ afternoon; ENFIELD to DUBLIN at 3 aft.

COACHES leave for Galway, Boyle, and Sligo on the arrival of the 6 morn train; for Athlone and Longford on arrival of the 11 morn. train.

,, From Galway, Boyle, and Sligo arrive in time for the 7¾ aft. Up train; from Athlone and Longford at 10 in time for 3¼ aft. train.

PARIS AND BOULOGNE.

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BELFAST and BALLYMENA.

Down Trains.	1 2 3 mail.	1 2 3 class.	2nd class	1 2 3 class.	1 2 3 class.	Sundays		Fares. 1 cls.	2 cl.	3 cl.
	morn	morn	aft	aft	aft	morn	aft	s. d.	s. d.	s. d.
Belfast.....dep.	8 0	10 30	1 40	4 15	6 35	8 0	4 15	0 6	0 4	0 2
Whitehouse	8 10	..	1 53	4 25	6 45	8 10	4 25	0 6	0 3	0 2
Whiteabbey	8 18	10 47	1 58	4 32	6 53	8 18	4 32	0 6	0 4	0 2
Carrickfergus Junct.	8 25	10 53	2 10	4 38	7 0	8 25	4 38	0 9	0 7	0 5
Troopers' Lane	8 28	10 56	2 20	4 41	7 3	8 28	4 41	0 10	0 8	0 5
Carrickfergs. ar	8 30	10 58	2 25	4 43	7 5	8 30	4 43	1 0	0 9	0 6
,, dep.	8 12	10 40	1 56	4 25	6 47	8 12	4 25	..	..	..
Ballynure Road	8 35	..	2 30	..	7 10	8 35	..	1 0	0 9	0 6
Ballypallady	8 43	11 10	2 40	4 55	7 18	8 43	4 55	1 4	1 0	0 8
Templepatrick	8 50	..	2 50	..	7 27	8 50	..	1 8	1 4	0 10
Dunadry	9 0	11 20	3 5	5 5	7 35	9 0	5 5	2 0	1 6	1 0
Antrim.....	9 8	11 30	3 15	5 15	7 43	9 8	5 15	2 3	1 9	1 2
Drumsough Junctn.	9 18	11 40	3 30	5 25	7 53	9 18	5 25	2 9	2 1	1 6
Randalstown ..arr.	9 28	11 50	3 40	5 35	8 5	9 28	5 35	3 0	2 3	1 8
,, dep.	9 8	11 30	3 15	5 15	7 43	9 8	5 15	..	..	..
Andraid	9 30	..	3 45	..	8 3	9 30	..	3 0	2 5	1 8
Ballymena.. arr.	9 45	12 0	4 0	5 45	8 20	9 45	5 45	3 6	2 9	2 0

Stations.	1 2 3 class.	1 2 3 class.	2nd class.	1 2 3 mail.	1 2 3 class.	Sundays	
	morn	morn	aft	aft	aft	morn	aft
Ballymena. dep.	7 40	10 20	10 30	4 5	6 15	7 40	4 5
Andraid	7 50	..	10 50	..	6 25	7 50	..
Drumsough Junctn.	8 7	10 40	11 10	4 25	6 42	8 7	4 25
Randalstown ..arr.	8 17	10 50	11 15	4 35	6 52	8 17	4 35
,, dep.	7 53	10 28	11 50	4 13	6 30	7 53	4 13
Antrim.....	8 17	10 50	11 25	4 35	6 52	8 17	4 35
Dunadry	8 26	11 0	11 42	4 45	7 0	8 26	4 45
Templepatrick	8 35	..	11 55	..	7 8	8 35	..
Ballypallady	8 42	11 10	12 5	4 55	7 18	8 42	4 55
Ballynure Road	8 50	..	12 15	..	7 26	8 50	..
Carrickfergus Junct.	9 0	11 27	12 30	5 12	7 35	9 0	5 12
Carrickfergs. ar.	9 8	11 35	12 45	5 20	7 43	9 8	5 20
,, dep.	8 47	11 14	12 15	5 0	7 22	8 47	5 0
Troopers' Lane	8 52	11 20	12 20	5 5	7 26	8 52	5 5
Whiteabbey.....	9 10	..	12 38	5 20	7 45	9 10	5 20
Whitehouse	9 15	11 40	12 45	5 25	7 50	9 15	5 25
Belfast .....arr.	9 25	11 50	1 0	5 35	8 0	9 25	5 35

Extra Trains on Sundays, Belfast to Carrickfergus at 3 p.m.; Carrickfergus to Belfast at 7 p.m.

DUBLIN, MAYNOOTH AND KINNEGAD.—Midland Great Western.—36 Miles.—Station, Hill of Down.

G. W. Hemans, Chief Engineer. Secretary, H. Beausire.

Miles.	DOWN. Dublin to Kinnegad & Ballivor	Week Days. 1, 2, 3 class.	1, 2, 3 class.	1, 2, 3 class.	1, 2, 3 class.	1 & 2 mail.	Fares. 1st clss.	2nd clss.	3rd clss
		morn	morn	aft.	aft.	aft.	s. d.	s. d.	s. d.
—	**Dublin** .....dep.	6 0	8 15	11 0	5 0	7 15	..	..	..
4½	Blanchardstown	..	..	11 14	5 14	..	0 8	0 6	0 4
7	Clonsilla	6 18	8 34	11 24	5 24	..	0 10	0 8	0 5
9	Lucan.....	..	8 42	11 32	5 32	7 38	1 0	0 9	0 6
1	Louisa-bdg & Leixlip	..	8 50	11 41	5 41	7 46	1 6	1 0	0 8
5	Maynooth.....	6 38	9 2	11 52	5 52	7 58	2 4	1 8	1 0
9	Kilcock	6 50	9 15	12 5	6 5	8 10	3 0	2 0	1 4
1	Ferns Lock	..	..	12 13	6 13	..	3 4	2 4	1 6
6½	Enfield	7 9	9 35	12 31	6 31	8 30	4 0	3 0	2 0
0½	Moyvalley	..	9 48	12 44	6 44	..	4 3	3 0	2 2
6	**Kinngd & Ballvr**	7 30	10 0	1 0	7 0	8 50	5 6	4 2	2 9

Miles.	UP. Kinnegad and Ballvr to Dublin	Week Days. 1 & 2 mail.	1, 2, 3 class.	1, 2, 3 class.	1, 2, 3 class.	1, 2, 3 class.	Fares. 1st clss.	2nd clss.	3rd clss.
		morn	morn	morn	aft.	aft.	s. d.	s. d.	s. d.
—	**Kinnegd&B.** dep.	3 40	8 0	10 45	3 30	7 45	..	..	..
5½	Moyvalley	..	..	11 0	3 45	8 0	1 0	0 9	0 5
9½	Enfield	4 4	8 24	11 12	3 57	8 20	1 8	1 2	0 9
15	Ferns Lock	..	8 39	..	4 11	8 44	2 4	1 10	1 3
8	Kilcock	4 24	8 47	11 31	4 18	8 51	2 10	2 1	1 5
17	Maynooth.....	4 36	8 59	11 43	4 29	9 2	3 4	2 6	1 8
21	Louisa-bdg & Leixlip	4 46	9 10	11 54	4 40	9 13	4 0	3 0	2 0
25	Lucan.....	4 54	9 18	12 2	4 48	9 21	4 4	3 2	2 2
27	Clonsilla.....	..	9 25	12 10	4 55	9 28	4 8	3 6	2 4
29	Blanchardstown	..	9 33	12 18	5 3	9 36	5 0	3 8	2 6
36	**Dublin** ....arrival	5 15	9 45	12 30	5 15	9 50	5 6	4 2	2 9

ON SUNDAYS.—**Dublin to Kinnegad and Ballivor,** at 7½ morn.; 5 and 7¼ afternoon; to ENFIELD at 10 morn.

Kinnegad and Ballivor to Dublin, at 3 40 and 10 morn.; and 7¾ afternoon; ENFIELD to DUBLIN at 3 aft.

COACHES leave for Galway, Boyle, and Sligo on the arrival of the 6 morn train; for Athlone and Longford on arrival of the 11 morn. train.

,, From Galway, Boyle, and Sligo arrive in time for the 7¾ aft. Up train; from Athlone and Longford at 10 in time for 3¼ aft. train.

PARIS AND BOULOGNE.

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COACHES

In connexion with Trains on the Manchester, Sheffield, and Lincolnshire Railway Pages 68, 69.

Doncaster.—The "Times" leaves the New Angel Inn, Doncaster, at 8 a.m., arriving at Sheffield in time for the 12¼ p.m. train to Manchester, returning from Manchester at 1 30 p.m., and Sheffield at 4 30 p.m.

"The Commander-in-Chief" leaves Sheffield for Doncaster, after the arrival of the 7¾ a.m. train from Manchester, returning from Doncaster at 2 15 p.m., arriving at Sheffield in time for the 7 p.m. train to Manchester.

Lincoln.—The "Pelham" leaves the Saracen's Head Inn, Lincoln, at 5 a.m., through Gainsbro', Bawtry, and Tickhill, arriving at Sheffield in time for the 12¼ p.m. train to Manchester; returning after the arrival of the 10 25 a.m. train from Manchester.

"Louth Mail" also leaves the Commercial Office, Hay Market, Sheffield, at 4 10 a.m. for Lincoln, to meet the Boston Packet, by which Coach parties arriving in Sheffield from Liverpool and Manchester by the 7 30 p.m. train the previous evening, will find a cheap and expeditious conveyance.

Nottingham.—The Royal Mail leaves the Commercial Coach Office, Hay-Market, Sheffield, at 7 45 a.m., and King's Head at 8 a.m., returning from the May Pole Inn only, at 1 30 p.m., and arriving in Sheffield in time for the 7 p.m. train from Sheffield to Manchester.

Huddersfield.—Haley's Omnibus leaves the Boot and Shoe Inn every day (except Sunday) at 7 a.m., through Lockwood, Holmfirth, and Honley, to Dunford Bridge, in time for the 7¾ a.m. train from Manchester to Sheffield, and the 9 a.m. Express train from Sheffield to Manchester, returning after the arrival of the above trains; and again leaves Huddersfield at 1 45 p.m., arriving at Dunford Bridge in time for the 4 p.m. train from Manchester to Sheffield, and the 3 15 p.m. train from Sheffield to Manchester, returning on the arrival of the 4 p.m. train from Manchester and the 4 30 p m. train from Sheffield; and on Sundays, at 8 a.m. to meet the 9 a.m. train from Manchester, and 9½ a.m. train from Sheffield, returning on the arrival of those trains.

Barnsley.—Ostcliffe's Omnibuses every morning, (except Sundays,) at 8, to Penistone, in time for the 9 a.m. Express train to Manchester, returning after the arrival of the 4 p.m. Express train from Manchester.

Huddersfield.—The "Perseverance" leaves the White Hart Inn, Stalybridge, every day, except Friday, at 9½ a.m., after the arrival of the 8 45 a.m. train from Manchester, through Upper Mills, Marsden, and Slaithwaite, returning from the Pack Horse, Huddersfield, in time for the 8 p.m. train to Manchester.

Upper Mills.—An Omnibus called the "Wonder" will leave the Commercial Inn every day at 8¼ a.m. arriving Stalybridge in time for the 9½ a.m. train to Manchester; returning after the arrival of the 5 p.m. train from Manchester, except on Sundays, when it will return on the arrival of the 6¾ p.m. train.

In connexion with Trains on the Lancaster and Carlisle Railway.—See page 67.

The ULVERSTONE and MILNTHORPE Mail Coach leaves Ulverstone every day at 2 37 p.m.; arrives at Milnthorpe at 5 30 p.m., in time for trains North and South. Leaves Milnthorpe in the evening, after the arrival of the train at 6 37 p.m.—Parties leaving London at 10 a.m., Leeds at 12 noon, Birmingham at 1 p.m., Manchester at 3 35 p.m., Liverpool at 3 25 p.m., Preston at 5 16 p.m., Lancaster at 5 59 p.m., Edinburgh at 11¼ a.m., Carlisle at 4 3 p.m., and Kenal at 6 50 p.m.; arrive at Newby Bridge (Windermere), about 9, and at Ulverstone about 10¼ p.m. ROBERT ATKINSON, Proprietor.

PENRITH to KESWICK.—No. 2 up train and No. 2 down train, returning to meet No. 5 down train.
PENRITH to POOLEY BRIDGE and ULSWATER.—No. 3 up train and No. 2 down train.
PENRITH to APPLEBY and BROUGH (Mail).—No. 2 up train and No. 1 down train, returning to meet No. 5 down train.
PENRITH to APPLEBY (Omnibus).—No. 5 up train and No. 3 down train, returning to meet No. 1 down train.

In connexion with Trains on the Nottingham and Lincoln Railway.—See page 50.

From Lincoln—To Spittal, Brigg, and Barton, (The Mail) after the arrival of 3 30 a.m. train from Nottingham.

To Wragby, Louth, and Grimsby, after the arrival of the 3 30 a.m. train from Nottingham.

To Dunham, Markham, Retford, Blythe, and Masbro' Station, at 8 a.m., in time for the two o'clock trains, up and down.

To Sleaford, Falkingham, Bourn, and Stamford, at 9 a.m., arriving in Stamford by 2 20, in time for trains by the Eastern Counties and North Western Railways.

To Spittal, Brigg, Barton, Wragby, Horncastle, and Louth, after the arrival of the 12 15 noon train from Nottingham.

From Barton, Brigg, Spittal, Louth, Horncastle, Wragby, Bawtry, and Gainsbro', in time for the 12 15 noon train

From Barton, Brigg, and Spittal, in time for the 8 p.m. train.

From Masbro' Station, through Bawtry and Gainsbro', after the arrival of the 2 p.m. trains, up and down.

From Masbro' Station, through Blythe, Retford, Markham, Dunham, after the arrival of the 2 p.m. trains up and down.

To Gainsbro', Bawtry, Doncaster, and Masbro' Station, at 5 a.m., meeting the 11 15 a.m. down, and the 11 50 a.m. up trains.

In connexion with Trains on the Lancaster & Carlisle and Newcastle & Berwick Railways.—See pages 59 and 67.

The Wensleydale Royal Mail leaves Bedale every morning on the arrival of the 1st & 2nd trains from London and York, and the Government train from Newcastle and Darlington at 8 26, by Middleham and Leyburn, arriving at Hawes at 1 35 p.m.; and on Mondays, Wednesdays, and Fridays, to Sedbergh, and Low-Gill station, on the Lancaster and Carlisle Railway, in time for trains to Carlisle, Kendal, Ambleside, and the Lake District; also, the mail train to Lancaster, London, and all parts of the South, and leaves Low Gill station at 7 10 a.m. on Tuesdays, Thursdays, and Saturdays, on the arrival of the mail train from the South at 7 a.m., returning by the same route to Hawes in time for the mail that leaves Hawes every morning at 11 35 a.m., and arrives at Bedale in time for the trains for London, York, Newcastle, Darlington, &c.

In connexion with Trains to and from Wigan.—See page 41.

Two Coaches to Southport daily.—The Victoria Coach now runs to and from Southport daily, starting from Mr. Miller's, Legs of Man Inn, Wigan, every morning at half-past seven o'clock, passing through Upholland and Ormskirk, and arriving at Southport at half-past ten o'clock.

The Victoria will leave Mr. Hunt's, Scarisbrick Arms Hotel, Southport, on its return, at half-past four o'clock in the afternoon of each day, and arrive in Wigan at half-past seven o'clock, in time for the trains to Manchester in the evening.

The Albert Coach also performs the same route daily, leaving Southport at eight o'clock in the morning, and arriving in Wigan at eleven o'clock, in time for trains to Manchester. This coach leaves Wigan, via Ormskirk, every afternoon, at 3 o'clock, on the arrival of the train from Manchester at 1 35 p.m., and arrives at Southport at Six o'clock in the evening.—Fares, inside, 5s.; outside, 3s.—Performed by the public's obedient servants, WHITTAM and COOKE.

The fares from Manchester to Wigan are—first class, 3s. 10d.; second, 2s. 6d.; third, 1s. 10d.

The public, on comparing this route with any other, will find it the cheapest and most direct way of travelling from and to Manchester and Southport.

The Union Coach leaves the King's Arms Inn, Stranraer, for Glenluce, Portwilliam, and Wigtown, every Tuesday, Wednesday, and Friday, at seven o'clock, a.m.; and leaves the Commercial Inn, Wigtown, same days, at 3½ p.m., for Stranraer. Arranged to suit the steamers at both ends. Fares, 7s. 6d. and 5s.

In connexion with Trains on the North Branch, London & North Western Railway. Pages 30 and 32

Between WHITMORE STATION and SHREWSBURY, through Market Drayton, Hodnet, and Shawbury.

The Victoria leaves the George Inn, Shrewsbury, every morning (except Sundays) at 7½, meeting trains at Whitmore which arrive in Chester at 1 35, Manchester at 1 50, Liverpool at 2 15, Birmingham at 3 20, and London at 7½ p.m.; waits the arrival of trains, which leave London at 6¼, Birmingham at 10, Liverpool at 11¼, Manchester at 11 40, and Chester at 11 50 a.m., and arrives back at the George Inn, Shrewsbury, at 5½ p.m.

FOR SHROPSHIRE, WORCESTER, &c.

Bridgenorth.—The Hero Coach from the Raven Inn and Crown Hotel, Bridgenorth, on week days only, at 7¾ a.m. to Birmingham, in time for the 12 o'clock train to London, and leaves the Swan Hotel, Birmingham at 3¾ p.m., passing through Wolverhampton at 5½, and arriving in Bridgenorth at 8.

In connexion with trains on the London and North Western Railway. See pages 30 and 33.

Conveyance to London, the North, and Birmingham, *via* Tamworth.—The "Queen" Coach leaves Ashby-de-la-Zouch, *via* Measham, Appleby, &c., every day (Sunday excepted) at 7 20 a.m., arriving at Tamworth at 9 5 a.m., in time for the trains to London, Birmingham, Stafford, Liverpool and Manchester. Leaves the Tamworth Station after the arrival of the 11 o'clock train from London, via Hampton; the 1 o'clock train from Liverpool and the north; and the 3¾ p.m. train from Birmingham.

In connexion with Trains on the East Lincolnshire Railway.—See Page 70.

Market Rasen, Caistor, Grimsby, Cleethorpes, Louth, and Hull.—The Pelham Omnibus, from the White Hart, Market Rasen, every morning at 6 45 a.m., Caistor, at 7 55 a.m., and arrives at Habrough Station in time for trains leaving there at 9 9 a.m. for Grimsby, Cleethorpes, and Louth. Also for Hull, returns from Hull 3 15 p.m., and Grimsby 4 23 p.m.; Habrough Station 4 45 p.m.; Caistor 5 55 p.m.; and Rasen 7 p.m. On Sundays, leaves Habrough Station at 7 p.m.

STEAM COMMUNICATION

BETWEEN

LIVERPOOL AND GLASGOW.

THE GLASGOW AND LIVERPOOL STEAM SHIPPING COMPANY'S NEW STEAM SHIP,
ORION,.....Capt. MAIN,
THE CITY OF GLASGOW STEAM PACKET COMPANY'S STEAMER,
ADMIRAL, ... Capt. BOYD.
THE GLASGOW AND LIVERPOOL ROYAL STEAM PACKET COMPANY'S STEAMER,
PRINCESS ROYAL, ... Capt. CRAWFORD,

Or other Steam Ships, are intended to Sail between Glasgow and Liverpool, with Goods and Passengers, as under :

From Liverpool.

SAILING FROM THE CLARENCE DOCK.

SEPTEMBER, 1848.

ADMIRAL.....	*Saturday	2nd	Sep.	4 p.m.
PRINCESS	*Monday	4th	..	5 ,,
ORION	*Tuesday	5th	..	5 ,,
ADMIRAL.....	Thursday	7th	..	5 ,,
PRINCESS	Saturday	9th	..	6 ,,
ORION	Monday	11th	..	8 ,,
ADMIRAL.....	Tuesday	12th	..	9 ,,
PRINCESS	*Thursday	14th	..	1½ ,,
ORION	*Saturday	16th	..	3 ,,
ADMIRAL.....	Monday	18th	..	2 ,,
PRINCESS	Tuesday	19th	..	3 ,,
ORION	Thursday	21st	..	4 ,,
ADMIRAL.....	Saturday	23rd	..	7 ,,
PRINCESS	Monday	25th	..	8 ,,
ORION	Tuesday	26th	..	9 ,,
ADMIRAL.....	Thursday	28th	..	11 a.m.
PRINCESS	Saturday	30th	..	11 ,,

From Glasgow.

Passengers leaving Glasgow by the Railway Trains at the hours noted below, will be in time to join the Vessel at Greenock.

SEPTEMBER, 1848.

					By Rail.
ORION	Saturday	2nd	Sep.	1 p.m.	4 p.m.
ADMIRAL....	Tuesday	5th	..	3 ,,	5 ,,
PRINCESS ..	Wednesday	6th	..	4 ,,	6 ,,
ORION	Thursday	7th	..	5 ,,	7 ,,
ADMIRAL....	Saturday	9th	..	7 ,,	..
PRINCESS ..	Tuesday	12th	..	10 a.m.	12 noon
ORION	Wednesday	13th	..	11 ,,	2 p.m.
ADMIRAL....	Thursday	14th	..	11 ,,	2 ,,
PRINCESS ..	Saturday	16th	..	12 noon	2 ,,
ORION	Tuesday	19th	..	2 p.m.	5 ,,
ADMIRAL....	Wednesday	20th	..	4 ,,	6 ,,
PRINCESS ..	Thursday	21st	..	5 ,,	7 ,,
ORION	Saturday	23rd	..	7 ,,	..
ADMIRAL....	Tuesday	26th	..	10 a.m.	12 noon.
PRINCESS....	Wednesday	27th	..	11 ,,	2 p.m.
ORION	Thursday	28th	..	11 ,,	2 ,,
ADMIRAL....	Saturday	30th	..	12 noon	3 ,,

Goods, Carriages, and Horses for Shipment on the days marked * require to be alongside the Vessel *Three hours* before the time of sailing; on the *other* days, *one hour*.

FARES.—Cabin, 15s.; Steward's Fee, 2s.—Steerage, 5s.

All Goods carried by these Vessels, and which are to or from the interior of England, &c., when consigned to the care of any of the Companies' Agents in Liverpool, are forwarded by first Steamer, free of all charge for Forwarding, Cartage, and Dues at Liverpool.

Agents for the Orion.
Archd. Black, Excise-buildings, Greenock.
G. and J. BURNS,
9, Buchanan-street, Glasgow.
MARTIN and BURNS and Co.,
Water stree erpool.

Agents for the Admiral
Lindsay & Lamb, Excise-buildings, Greenock.
THOMSON and MACCONNELL,
15, Jamaica-street, Glasgow.
DAVID MACIVER and Co.,
12, Water-street, Liverpool.

Agents for the Princess Royal.
D. M'Larty & Co., Excise-buildings Greenock.
M. LANGLANDS,
32, St. Enoch-sq., Glasgow.
ROBERT LAMONT,
33, Water-street, Liverpool.

or J. B. FOORD, 52, Old Broad-street, London.

In connexion with trains on the Warwick and Leamington Branch of the London and North Western Railway, page 37.

Between LEAMINGTON and STRATFORD-ON-AVON, through Warwick. The "Warwickshire Hunt" Coach leaves the Snakspere Commercial Hotel and the George and Dragon Inn, Stratford-on-Avon, every morning (except Sunday) at 8 o'clock, meeting train at Leamington Station, which arrives in London at 1 p.m. waiting the arrival of trains which leave London at 2¾ and Birmingham at 5½ p.m., and arrives back at Stratford-on-Avon, at 8 p.m.

In connexion with the Kendal and Windermere trains.—See page 66.

Royal Mails and Stage Coaches leave Windermere Railway Station after the arrival of the trains as under :

	Daily Royal Mail.	Sundays excepted. Gem.	Last Minstrel	Last Minstrel
Leave	a m.	p.m.	p.m.	p.m.
Windermere....	8 30	12 30	3 30	7 30
Arrive at Ambleside.....	9 10	1 10	4 10	8 10
Keswick.....	11 30	4 0	—	—
Cockermouth ..	1 15p.m.	—	—	—

Royal Mails and Stage Coaches arrive at Windermere Railway Station in time for the trains

	Suuday excepted. Last Minstrel	Gem.	Daily Royal Mail.	Sun. ex. Last Minstrel
Leave		a.m.	a.m.	
Cockermouth ..	—	—	11 25	—
Keswick.....	—	9 0	1 15p.m.	—
Ambleside.....	9 45	11 15	3 30	6 30
Arrive at Windermere....	10 40	12 15	4 20	7 20

Kendal and Skipton.—The Royal Union Coach leaves the King's Arms Hotel on week days 9 a.m. after the arrival of train from the north, and runs to Skipton in time for the 3 10 p.m. train to Leeds. It returns from Skipton after the arrival of the 11 a.m. train from Leeds, and arrives at Kendal a little after 5 p.m.

Coaches to Ben Rhydling, near Otley, leave Leeds every day in the summer, and twice a week in the winter, at 10 a.m. and 4 p.m.—From Bradford, three times weekly in summer, and once in winter, at 5 p.m.

In connexion with Trains on the South Devon, pages 7 and 8.

The Cheapest, most Direct, and Expeditious Route to the North of Devon

Is from EXETER to BARNSTAPLE, for ILFRACOMBE, LINTON, LYNMOUTH, &c., over a delightful level line of road, the scenery throughout being most picturesque and enchanting (*via* Crediton, Copplestone, Lapford, and Chulmleigh.) The "QUEEN" COACH leaves the Great Western, and South Devon Railway Stations, Daily, Sunday excepted, upon the arrival of the Trains leaving Birmingham, at 1 40; Cheltenham, 3 50; Gloucester, 4 30; Bath, 7 15; Bristol, 8; Weston super-Mare, 8 45; Bridgewater, 9 20; Taunton, 9 40; Wellington, 9 55.—Also waits the arrival of the Express Train leaving Laira Green, 9 35; Totness, 10 30; Newton, 10 55; Teignmouth, 11 7; Dawlish, 11 17; Starcross, 11 28; Exeter Station, 11 50; arriving at Barnstaple at Half-past Four o'clock, in time to proceed on by Coach, without delay, to Ilfracombe.

The "QUEEN" leaves Pridham and Lake's Offices, Joy-street, Barnstaple, mornings at Half-past Nine o'clock, arriving in time to proceed on by train to London, Bristol, Bath, the North of England, also, to the South of Devon.

To BIDEFORD, INSTOW, and APPLEDORE, by the only direct road (*via* Crediton, Winkleigh, and Torrington). The "HERO," Royal (four horse) Mail, leaves the Great Western and South Devon Railway Stations Daily, at One o'clock, upon the arrival of Train leaving Paddington at 6; Bath, 9 20; Bristol, 10; Bridgewater, 11 6; Taunton, 11 26; Birmingham, 1 40; Cheltenham, 7 57; Gloucester, 7 27.—Also the Express Train leaving Laira Green, 9 35; Totness, 10 30; Newton, 10 55; Teignmouth, 11 7; Dawlish, 11 17; Starcross, 11 28; arriving at Bideford at Six o'clock.

The "HERO" leaves Parramore's New Inn, Bideford, Mornings at a Quarter before Nine o'clock, arriving at the Great Western and South Devon Railway Stations, for trains for London, Bristol, Bath, the North of England, also, for the South of Devon.

PRIDHAM, LAKE, and Co., Proprietors.

"QUEEN OF BEAUTY."—DUNKELD AND CALLANDER.

THE Public are respectfully informed that the "QUEEN OF BEAUTY," Light Post-Coach, has commenced running for the Season, betwixt DUNKELD and CALLANDER, *via* Aberfeldy, Kenmore, Killin, and Lochearnhead, leaving Dunkeld at half-past Eight o'clock Morning, and Callander at Nine o'clock Morning. By this arrangement passengers by the Perth and Blair-Atholl morning coaches to Dunkeld, can proceed same day to Callander, and passengers per the "Queen of Beauty" can proceed to Perth or Blair-Atholl same evening.

Booking Offices at the George and Universal Coach-offices, Perth; Duke of Atholl's Arms, Royal, and Birnam Hotels, Dunkeld; at the Dreadnought Hotel, Callander; and at all the Inns on the road.

GRANT, FISHER, M'PHERSON, and CO.

TARBET AND INVERARY COACH.

The Coach between TARBET, LOCHLOMOND, and INVERARY, will commence to run for the Season, on and after Monday, 10th July, leaving Walker's Hotel, Inverary, every Morning at Half-past 7 o'clock, and Tarbet every afternoon about 4 o'clock, on its return to Inverary, if the Steamer WATER-WITCH is down at 3 o'clock; the Passengers being allowed One Hour for Dinner at Tarbet, *after* the arrival of the Boat, before the Coach starts.

The Coach, after leaving Tarbet Inn, passes through the romantic little Valley of Tarbet, on to Arrochar—round the head of Lochlong—(Lochloung, that is, the Loch of Ships, from the Norwegian Armada making this their rendezvous during the predatory incursion of King Haco in 1263)—across the bridge over the water coming down Glenloin, which divides the counties of Dumbarton and Argyle—round the base of Ben-Artear, or Archuer, (commonly called the Cobbler, from its supposed similarity to one sitting at his work)—up through Glencroe, (an awfully sublime Glen, matchless, perhaps, in this or any other country, and as well worthy a pilgrimage as Mecca or the Vatican), and over 'Rest-and-be-Thankful,' (called so on account of the soldiers in General Wade's Army, who constructed the road between Dumbarton and Inverness after the Rebellion of 1745, having reached the summit where they erected a stone as a memorial, on which the name of the regiment and the year were cut, but which is now nearly defaced)—along the banks of Loch-Restal—over Butter Bridge, and down Glenkinglass to Cairndow on Lochfine; from thence round the head of Lochfine—across the bridge over the water coming down Glenfine—along the western bank of the Lake, passing the Ruins of Dunderaw Castle on the left—over the Bridge of Shira, at the foot of Glen-Shira, passing Inverary Castle (Duke of Argyle's) on the right—to Inverary.

For further Particulars, see the "SCOTTISH TOURIST'S GUIDE.—Places taken at the ARGYLE HOTEL, Inverary, & at Tarbert.

THE MARQUESS OF BREADALBANE

Daily Direct. Expeditious Four-horse COACH CONVEYANCE, between GLASGOW, OBAN, FORT-WILLIAM, AND INVERNESS, THROUGH THE HIGHLANDS, BY THE BREADALBANE DEER FOREST and GLENCOE, in connection with Swift Steamers on the CLYDE, LOCHLOMOND and CALEDONIAN CANAL.—Starts every Morning between Glasgow, Oban, and Fort-William, and between Fort-William and Inverness, per Steamer on the Caledonian Canal. Passengers at Inverness intending to go by Coach from Fort-William or Oban for Glasgow are recommended to take out their Seats in the BREADALBANE OFFICE, at Inverness, to secure their places.—The Route from Glasgow proceeds—via the Clyde, Dumbarton Castle and Town; the Vale of Leven; Tillichewan Castle; Balloch Suspension Bridge and Castle: Loch-lomond the Queen of Scottish lakes; Tarbet (passengers from Inverary join the line here); Inversnaid (the port whence passengers from Stirling, Callander, the Trosachs and Loch-katrine, join this line of conveyance); Benlomond; Rob Roy's Cave; Glenfalloch; Crinlarach (passengers from Aberfeldy and Killin join here); Strathfillan; The Holy Pool; The King's Field; Benmore; the Marquess of Breadalbane's lead mines; Tyndrum (the line for Oban branches from this by Dalmally and Lochawe, the intended line of the Scottish Grand Junction Railway); Hills of Glenorchy; through the Marquess of Breadalbane's famed deer forest of the Black Mount; the moors of Rannoch; the hill of Sheehallen; the King's House and the Royal Forest, passing near General Wade's old military road, best known as the Devil's Staircase, and THROUGH the far-famed GLENCOE, which, for wild scenery, surpasses all others in Great Britain; the meeting of the Three Waters; the Black Hill, with Ossian's Cave; along the beautiful valley of Glencoe, and through the extensive slate works of Balahulish, and along the banks of Lochlinnie to Fort-William, situated at the foot of Ben Nevis, the highest hill in the United Kingdom, in the vicinity of which are the ancient Black Castle of Inverlochy, Lochaber, Lochiel, Glennevis Waterfalls, the vitrified Fort, the Rocking Stone, Fingal's Cave, the Dark Mile of Locherkick, the parallel roads of Glenroy, Prince Charlie's Monument, at the head of Loch-shiel, where he waited for the gathering of the clans in 1745; proceeding on the following morning, per steamer on the Caledonian Canal, by Loch-lochy, Loch-oich, Tobernaceaun, or the well of the Seven Heads, Invergary Castle, Fort-Augustus, Glenmorristoun, Falls of Foyers, Urquhart Castle and Glen, to Inverness. These direct lines of Highland scenery are well known to stand unequalled in Europe for their grandeur, by the many thousands who have travelled them since they were opened up by these conveyances, built expressly for these lines.— **Very low Fares.** *Glasgow to Inverness only* 17*s*. 6*d*.

Seats secured in Glasgow at the Tontine Hotel Coach Office, and at Mr. S. Howarth's Coach Office, Queen-street, corner of George-square; and in Oban, Fort William, and Inverness, at the Breadalbane Offices, opposite the Caledonian Hotels of these towns. Conveyances start from the Tontine Hotel, and Mr. Howarth's Coach Office at a quarter before seven o'clock every morning, with the passengers for the Dumbarton steamer, which sails at seven o'clock from the Glasgow Bridge, and the same conveyances await her arrival in the evenings.

Fort-William, September, 1848. WILLIAM AINSLIE.

JOHN STEWART'S HOTEL, HIGH-STREET, FORT-WILLIAM,

(Near to the Steam Boat Quay, and close to the Breadalbane Coach Office.)

J. S. in returning thanks to the Public for the very liberal support he has received since he opened his Hotel, begs most respectfully to acquaint Tourists and the Public in general, that he has made great improvements upon his House, which will insure the comfort and pleasure of those who may honour him with their patronage.

J. S. begs to remark that his Hotel commands an extensive view of Lochlinne, Locheil, and the western entrance to the Caledonian Canal, advantages possessed by no other house in Fort-William.

J. S.'s scale of charges are moderate.

Post Horses can be had on the shortest notice, and careful Guides to Ben Nevis.

Parties forwarded free by omnibuses to join the steamer to the Caledonian Canal. JOHN STEWART.

EXPEDITIOUS CONVEYANCE BETWEEN

GLASGOW AND THE HIGHLANDS.

SUMMER ARRANGEMENTS.

From Thursday, 6th July, till further Notice.

THE SPLENDID NEW STEAMERS,

EDINBURGH CASTLE ..... Captain Turner.
DOLPHIN..... Captain M'Killop.
PIONEER..... Captain Shields.
SHANDON..... Captain Duncan.
TARTAR..... Captain M'Donald.
CYGNET ..... Captain Campbell.
ROB ROY..... Captain Henry.
LAPWING..... Captain ———

FOR OBAN.

From Glasgow Bridge by Greenock, Dunoon, Rothesay, and Crinan Canal.

PIONEER, daily, at 6 Morning, and from Greenock about a quarter to 8 o'clock, arriving at Oban about 4 Afternoon.

FOR INVERNESS.

From Glasgow Bridge by Greenock, Dunoon, Rothesay, and Crinan Canal.

PIONEER, on Monday, Wednesday, and Friday, at 6 Morning, and from Greenock about a quarter to 8 o'clock, arriving at Oban about 4 p.m., and Inverness on the Afternoon of the following day.

From Oban for Fort-William, Corpach, and Banavie.

Every Monday, Wednesday, and Friday Morning by the DOLPHIN, and also on the Afternoon of the same days by the SHANDON.

The Cygnet and Lapwing will sail from Oban for Corpach every Tuesday and Friday.

For Tobermory, Portree, Skye, &c.

TARTAR, every Monday, with Goods and Passengers. And from Glasgow Bridge,

PIONEER, every Tuesday morning at 6, and from Greenock about a quarter to 8 o'clock, with Passengers for the TARTAR at Oban.

From Banavie (Corpach) for Inverness.

EDINBURGH CASTLE, Tuesday, Thursday and Saturday Morning, and CYGNET on Wednesday Morning.

From Oban for Glencoe.

Landing at Ballychulish.

DOLPHIN, every Monday, Wednesday, and Friday Morning, returning same Evening to Oban.

From Oban for Staffa and Iona.

The DOLPHIN, every Tuesday, Thursday, and Saturday Morning, returning to Oban same Afternoon.

From Inverness for Glasgow.

By Corpach, Fort-William, Oban, Ardrisshaig, Rothesay, Dunoon and Greenock, every Monday, Wednesday, and Friday Morning at 7 o'clock, by the EDINBURGH CASTLE, SHANDON, & PIONEER, arriving at Oban same Evening, and Glasgow on the Afternoon of the following day; also by the CYGNET on Thursday Morning, direct for Glasgow.

From Corpach (Banavie) & Fort-William

Every Monday, Wednesday, and Friday Afternoon, for Oban by the DOLPHIN, and every Tuesday, Thursday and Saturday Morning, by the SHANDON, arriving at Glasgow same Afternoon.

From Oban for Glasgow.

Calling at Rothesay, Dunoon, and Greenock, every Morning at 7, by the SHANDON.

From Portree, Skye, and Tobermory.

The TARTAR, from Portree every Thursday Morning at Four o'clock, and from Tobermory about Two Afternoon.

NOTE.—On Monday, Wednesday, and Friday Mornings the DOLPHIN will convey her Glencoe Passengers from Oban to Ballychulish, near to the scene of the Massacre. A Coach in connection with the Steamer will there be in waiting to convey them up the Glen and back again, in time for the Dolphin's return to Oban,—thus affording a full opportunity of viewing it.

☞ It will be seen from the above, that these vessels afford in their passage a view of the beautiful scenery of the Clyde, with all its Watering Places—the Island and Kyles of Bute—Island of Arran—Mountains of Cowal, Knapdale, and Kintyre—Lochfine—Crinan—with the Islands of Jura, Scarba, Mull, and the many others that stud the Western Sea—the Whirlpool of Corryvrechtan—the Mountains of Lorn, of Morven, of Appin, of Kingairloch, and Ben-Nevis—the Land of Lochiel, the scene of the Wanderings of Prince Charles, and near to where the Clans raised his Standard in '45—Lochaber—the Caledonian Canal—Loch Lochy—Loch Oich, Loch Ness, with all the magnificent Glens and Mountains on either side, and the FALL OF FOYERS.

Passengers purchasing Tickets for the above places may use them on any day on which the Vessel goes.

CYGNET OF LAPWING every Monday, from Glasgow to Inverness, with Goods and Passengers, and every Thursday, from Glasgow to Fort-William and Corpach. The TARTAR, for Skye by Tobermory, every Monday, with Goods and Passengers.—Carriages and Horses taken by the Swift Boats, provided there are persons in charge to drive along the line of the Crinan Canal.

There are commodious Hotels at different places along the Route.

Passengers allowed ½ cwt. of Luggage free, all beyond that quantity to be charged at the rate of 3*s*. per cwt.—Passengers going by the PIONEER are requested to send as much of their Luggage as they can by the Luggage Boats, as it will save them-selves time, trouble, and expense in transhipping at the Crinan Canal.—The Company not responsible for Dogs; nor for Luggage unless paid and signed for by them or their Agents; nor for any damage Goods may sustain in landing or shipping at any of the Ferries; nor for any Goods until they are actually received on board.—The Freight on all Goods must be paid before shipment, except for those places at which there are regular Agents.

GEORGE & JAMES BURNS,
9, BUCHANAN-STREET, GLASGOW.

THOMSON & MACCONNELL,
15, JAMAICA-STREET, GLASGOW.

Agent in EDINBURGH, **GEORGE ARMSTRONG,** 15, South St. David-street.

THE ELECTRIC TELEGRAPH COMPANY

HAVE NOW OPENED OFFICES IN ALL THE PRINCIPAL TOWNS OF THE KINGDOM FOR THE CONVEYANCE OF MESSAGES, AND COMMERCIAL OR GENERAL INTELLIGENCE.

The Terms for Messages not exceeding twenty words, are as under:—

	LONDON. *Lothbury, 14, Seymour-street, Shoreditch, Nine Elms, Paddington, 448, West Strand.*	BIRMINGHAM	CAMBRIDGE. *72, Canal-street.*	COLCHESTER. *Railway Station.*	DERBY. *Railway Station.*	EDINBRO'. *68, Princes-street.*	GLASGOW. *Exchange-square.*	GLOUCESTER. *Railway Station.*	HULL. *Bowl-alley-lane.*	LEEDS. *Commercial-buildgs*	LINCOLN. *Railway Station.*	LIVERPOOL. *Exchange-buildgs.*	MANCHESTER. *Railway Station.*	NEWCASTLE. *The Arcade.*	NORWICH. *Railway Station.*	NOTTINGHAM. *Railway Station.*	RUGBY. *Railway Station.*	SHEFFIELD. *Railway Station.*	SOUTHAMPTON. *Railway Station.*	STAMFORD. *Railway Station.*	YARMOUTH. *Railway Station.*	YORK. *Railway Station.*	
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	
London		7 6	9 6	4 0	7 0	13 0	14 0	7 6	8 6	7 6	6 6	7 6	8 6	10 0	7 6	8 6	5 6	8 6	5 6	6 6	7 6	9 6	LONDON.
Birmingham	6 6		4 6	7 6	3 6	11 6	12 6	4 6	6 6	6 6	6 6	6 6	6 6	8 6	6 6	6 6	3 6	6 6	3 6	4 6	6 6	8 6	BIRMINGHAM.
Cambridge				7 6	6 6	13 6	15 6	8 6	8 6	8 6	7 6	8 6	9 6	11 6	8 6	9 6	6 6	9 6	6 6	7 6	8 6	10 6	CAMBRIDGE.
Colchester					8 0	14 0	15 6	8 6	9 6	9 6	8 6	9 6	10 6	12 6	9 6	10 6	7 6	10 6	7 6	8 6	9 6	11 6	COLCHESTER.
Derby						10 6	11 6	4 0	6 6	6 6	5 6	6 6	7 6	9 6	6 6	7 6	4 6	7 6	4 6	5 6	6 6	8 6	DERBY.
Edinbro'							4 0	13 0	10 6	11 6	10 6	11 6	12 6	14 6	11 6	12 6	9 6	12 6	9 6	10 6	11 6	13 6	EDINBRO'.
Glasgow								14 0	11 6	12 6	11 6	12 6	13 6	15 6	12 6	13 6	10 6	13 6	10 6	11 6	12 6	14 6	GLASGOW.
Gloucester									8 6	9 6	8 6	9 6	10 6	12 6	9 6	10 6	7 6	10 6	7 6	8 6	9 6	11 6	GLOUCESTER.
Hull										4 6	7 6	6 6	7 6	9 6	6 6	7 6	4 6	7 6	4 6	5 6	6 6	8 6	HULL.
Leeds											6 6	3 6	4 6	6 6	3 6	4 6	3 6	4 6	3 6	4 6	5 6	7 6	LEEDS.
Lincoln												6 6	7 6	9 6	6 6	7 6	4 6	7 6	4 6	5 6	6 6	8 6	LINCOLN.
Liverpool													3 6	6 6	3 6	4 6	3 6	4 6	3 6	4 6	5 6	7 6	LIVERPOOL.
Manchester														6 6	3 6	4 6	3 6	4 6	3 6	4 6	5 6	7 6	MANCHESTER.
Newcastle															6 6	7 6	4 6	7 6	4 6	5 6	6 6	8 6	NEWCASTLE.
Norwich																11 0	7 6	11 0	7 6	8 6	9 6	11 6	NORWICH.
Nottingham																	4 6	7 6	4 6	5 6	6 6	8 6	NOTTINGHAM.
Rugby																		9 6	6 6	7 6	8 6	10 6	RUGBY.
Sheffield																			6 6	7 6	8 6	10 6	SHEFFIELD.
Southampton																				8 0	9 6	11 6	SOUTHAMPTON.
Stamford																					6 6	8 6	STAMFORD.
Yarmouth																						9 6	YARMOUTH.
York																							YORK.

An addition of one-half of the above charges for each ten words or fraction of ten words, additional.

Answers, if not exceeding in length the original message, at half-price.

Charge for Messengers 1s. per mile. Special and Express Messengers, horse or cab hire, according to time and distance.

Between the hours of half past five p.m. and 7 a.m., an uniform maximum rate of 5s. for Messages under twenty words; with an increase of 2s. 6d. for every additional 20 words, or fraction of 20 words.

Orders for Carriages, Post Horses, Beds, and other Messages for the accommodation of Travellers 2s. 6d. each.

The Electric Telegraph Company undertake by their Agents the conveyance of Messages and Intelligence to or from the Isle of Wight, Ireland, and the Channel Islands. Parcels kept open for the receipt of Messages to go by these Packets to within thirty minutes of the starting of the boat.

For charges and information apply to the Company's Offices or to the Agents.

Central Station, Lothbury, behind the Bank. Branches, at 14, Seymour-street, Euston-square; Eastern Counties Terminus, Shoreditch; South Western Terminus, Nine Elms; Great Western Terminus, Paddington; Great Western Offices, 448, West Strand; whence Messages may be forwarded to all parts of the Country.

THE ELECTRIC TELEGRAPH COMPANY

Have opened Rooms for the receipt and exhibition of Commercial and General Intelligence in London, Manchester, Liverpool, Leeds, Hull, Newcastle, Edinburgh, and Glasgow.—Terms of Subscription (admitting to all the Rooms) Two Guineas per annum.

Commercial information may be obtained at the Company's Office either on agreement for a term or on special occasions. The charge for such information, unless taken for a term, to be the same as for a message of similar length. If contracted for during a period of not less than six months, the terms payable quarterly in advance will be,—

Bankers' List ..... 7s. 6d. per message | Corn Market, Share Market (10 items) Tattersall's Betting List, Dissolutions of Partnership, Bank or England or Provincial Bank Returns ..... 5s. per message.

Cattle and Hay Markets, Corn or Sugar Averages .. 2s. 6d. | Racing Intelligence, Shipping News, Political Intelligence, Judgments of Law Cases, Notices of Trial, forwarded by special agreement.

The Electric Telegraph Company are prepared to enter into arrangements with the Public Press, or with Local News Rooms, Market or Commercial Rooms, for the periodical supply of information.

GENERAL STEAM NAVIGATION COMPANY

INCORPORATED BY ACT OF PARLIAMENT.

OFFICES IN LONDON.

Chief—71, Lombard-street.—Branch—37, Regent Circus, Piccadilly, 35, Leadenhall-street.

LONDON & HAMBURGH,

From and to the Custom House or Tower, with Her Majesty's Mails.

Wilberforce, Capt. W. Phillips.—Princess Royal, Capt. H. Whittingham.—Countess of Lonsdale, Capt. R. S. Stranack.—John Bull, Capt. J. P. Corbin, Caledonia, Capt. H. W. Gibbs.

From LONDON.

Friday ..... 1 Sep. 12 night	Tuesday..... 12 Sep. 10 p.m.	Friday..... 22 Sep. 8½ p.m.
Wednesday ..... 6 „ 3 a.m.	Friday ..... 15 „ 12 night	Tuesday..... 26 „ 10 „
Friday ..... 8 „ 8½ p.m.	Wednesday ..... 20 „ 3 a.m.	Friday ..... 29 „ 11 „

From HAMBURGH.

Saturday..... 2 Sep. 4 a.m.	Wednesday ..... 13 Sep. 1 a.m.	Friday..... 22 Sep. 12 night
Wednesday ..... 6 „ 6 „	Saturday ..... 16 „ 3 „	Wednesday ..... 27 „ 1 a.m.
Friday..... 8 „ 12 night	Wednesday ..... 20 „ 6 „	Saturday..... 30 „ 3 „

FARES.—Chief cabin, £4;—Fore cabin, £3,—Four-wheel carriages, £10;—Two-wheel ditto £6;—Horses, £7;—Dogs, £1 each.

Agents—In London, Mr. I. NORMAN, 1, Water-lane, Tower-street; in Hamburg, Mr. G. DELAVAL 37, Stubbenhuck.

Passengers are requested to be on board at least one hour before the advertised time of sailing.

LONDON AND OSTEND,

AND THE RHINE.

Direct from and to Brunswick Wharf, Blackwall.—PASSENGERS WALK ON BOARD.

Triton, Capt. W. H. Taylor.—Sir Edward Banks, Capt. R. Ovenden. Venezuela, Capt. W. Mortleman.

From LONDON.

Saturday..... 2 Sep. 3 a.m.	Tuesday ..... 13 Sep. 12 noon	Saturday..... 23 Sep. 9 a.m.
Wednesday ..... 6 „ 6 „	Saturday..... 16 „ 3 a.m.	Wednesday ..... 27 „ 12 noon
Saturday..... 9 „ 9 „	Wednesday ..... 20 „ 6 „	Saturday..... 30 „ 3 a.m.

From OSTEND.

Saturday..... 2 Sep. 3 a.m.	Wednesday ..... 12 Sep. 12 night	Friday..... 22 Sep. 9½ p.m.
Wednesday ..... 6 „ 4 „	Saturday..... 16 „ 1 a.m.	Tuesday ..... 26 „ 11 „
Friday..... 8 „ 10 p.m.	Wednesday ..... 20 „ 4 „	Saturday..... 30 „ 1 a.m.

These Vessels carry a Bag of Letters from the Post Office.

FARES.—Chief cabin, £1 4s.;—Fore cabin, 18s.;—Children under 10 years, half-price;—Four-wheel carriages, £3 3s.;—Two-wheel ditto, £2 2s.,—Horses, £2 10s.;—Dogs, 5s. each.

Brokers—In London, Mr. L. REDHEAD, 59, Mark-lane; in Ostend, Messrs. J. HERREWYN & Co.;—Agents—In Ostend, Mr. R. ST. AMOUR, Grande Place; in Ghent, Mr. I. VAN AKEN, Place St. Michel, in Brussels, Mr. W. MIDDLETON, 92, Montagne de la Cour.

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	LONDON. *Lothbury, 14, Seymour-street, Shoreditch, Nine Elms, Paddington, 448, West Strand.*	BIRMINGHAM	CAMBRIDGE. *72, Canal-street.*	COLCHESTER. *Railway Station.*	DERBY. *Railway Station.*	EDINBRO'. *68, Princes-street.*	GLASGOW. *Exchange-square.*	GLOUCESTER. *Railway Station.*	HULL. *Bowl-alley-lane.*	LEEDS. *Commercial-buildgs*	LINCOLN. *Railway Station.*	LIVERPOOL. *Exchange-buildgs.*	MANCHESTER. *Railway Station.*	NEWCASTLE. *The Arcade.*	NORWICH. *Railway Station.*	NOTTINGHAM. *Railway Station.*	RUGBY. *Railway Station.*	SHEFFIELD. *Railway Station.*	SOUTHAMPTON. *Railway Station.*	STAMFORD. *Railway Station.*	YARMOUTH. *Railway Station.*	YORK. *Railway Station.*	
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	
London		7 6	9 6	4 0	7 0	13 0	14 0	7 6	8 6	7 6	6 6	7 6	8 6	10 0	7 6	8 6	5 6	8 6	5 6	6 6	7 6	9 6	LONDON.
Birmingham	6 6		4 6	7 6	3 6	11 6	12 6	4 6	6 6	6 6	6 6	6 6	6 6	8 6	6 6	6 6	3 6	6 6	3 6	4 6	6 6	8 6	BIRMINGHAM.
Cambridge				7 6	6 6	13 6	15 6	8 6	8 6	8 6	7 6	8 6	9 6	11 6	8 6	9 6	6 6	9 6	6 6	7 6	8 6	10 6	CAMBRIDGE.
Colchester					8 0	14 0	15 6	8 6	9 6	9 6	8 6	9 6	10 6	12 6	9 6	10 6	7 6	10 6	7 6	8 6	9 6	11 6	COLCHESTER.
Derby						10 6	11 6	4 0	6 6	6 6	5 6	6 6	7 6	9 6	6 6	7 6	4 6	7 6	4 6	5 6	6 6	8 6	DERBY.
Edinbro'							4 0	13 0	10 6	11 6	10 6	11 6	12 6	14 6	11 6	12 6	9 6	12 6	9 6	10 6	11 6	13 6	EDINBRO'.
Glasgow								14 0	11 6	12 6	11 6	12 6	13 6	15 6	12 6	13 6	10 6	13 6	10 6	11 6	12 6	14 6	GLASGOW.
Gloucester									8 6	9 6	8 6	9 6	10 6	12 6	9 6	10 6	7 6	10 6	7 6	8 6	9 6	11 6	GLOUCESTER.
Hull										4 6	7 6	6 6	7 6	9 6	6 6	7 6	4 6	7 6	4 6	5 6	6 6	8 6	HULL.
Leeds											6 6	3 6	4 6	6 6	3 6	4 6	3 6	4 6	3 6	4 6	5 6	7 6	LEEDS.
Lincoln												6 6	7 6	9 6	6 6	7 6	4 6	7 6	4 6	5 6	6 6	8 6	LINCOLN.
Liverpool													3 6	6 6	3 6	4 6	3 6	4 6	3 6	4 6	5 6	7 6	LIVERPOOL.
Manchester														6 6	3 6	4 6	3 6	4 6	3 6	4 6	5 6	7 6	MANCHESTER.
Newcastle															6 6	7 6	4 6	7 6	4 6	5 6	6 6	8 6	NEWCASTLE.
Norwich																11 0	7 6	11 0	7 6	8 6	9 6	11 6	NORWICH.
Nottingham																	4 6	7 6	4 6	5 6	6 6	8 6	NOTTINGHAM.
Rugby																		9 6	6 6	7 6	8 6	10 6	RUGBY.
Sheffield																			6 6	7 6	8 6	10 6	SHEFFIELD.
Southampton																				8 0	9 6	11 6	SOUTHAMPTON.
Stamford																					6 6	8 6	STAMFORD.
Yarmouth																						9 6	YARMOUTH.
York																							YORK.

An addition of one-half of the above charges for each ten words or fraction of ten words, additional.

Answers, if not exceeding in length the original message, at half-price.

Charge for Messengers 1s. per mile. Special and Express Messengers, horse or cab hire, according to time and distance.

Between the hours of half past five p.m. and 7 a.m., an uniform maximum rate of 5s. for Messages under twenty words; with an increase of 2s. 6d. for every additional 20 words, or fraction of 20 words.

Orders for Carriages, Post Horses, Beds, and other Messages for the accommodation of Travellers 2s. 6d. each.

The Electric Telegraph Company undertake by their Agents the conveyance of Messages and Intelligence to or from the Isle of Wight, Ireland, and the Channel Islands. Parcels kept open for the receipt of Messages to go by these Packets to within thirty minutes of the starting of the boat.

For charges and information apply to the Company's Offices or to the Agents.

Central Station, Lothbury, behind the Bank. Branches, at 14, Seymour-street, Euston-square; Eastern Counties Terminus, Shoreditch; South Western Terminus, Nine Elms; Great Western Terminus, Paddington; Great Western Offices, 448, West Strand; whence Messages may be forwarded to all parts of the Country.

THE ELECTRIC TELEGRAPH COMPANY

Have opened Rooms for the receipt and exhibition of Commercial and General Intelligence in London, Manchester, Liverpool, Leeds, Hull, Newcastle, Edinburgh, and Glasgow.—Terms of Subscription (admitting to all the Rooms) Two Guineas per annum.

Commercial information may be obtained at the Company's Office either on agreement for a term or on special occasions. The charge for such information, unless taken for a term, to be the same as for a message of similar length. If contracted for during a period of not less than six months, the terms payable quarterly in advance will be,—

Bankers' List ..... 7s. 6d. per message | Corn Market, Share Market (10 items) Tattersall's Betting List, Dissolutions of Partnership, Bank or England or Provincial Bank Returns ..... 5s. per message.

Cattle and Hay Markets, Corn or Sugar Averages .. 2s. 6d. | Racing Intelligence, Shipping News, Political Intelligence, Judgments of Law Cases, Notices of Trial, forwarded by special agreement.

The Electric Telegraph Company are prepared to enter into arrangements with the Public Press, or with Local News Rooms, Market or Commercial Rooms, for the periodical supply of information.

GENERAL STEAM NAVIGATION COMPANY

INCORPORATED BY ACT OF PARLIAMENT.

OFFICES IN LONDON.

Chief—71, Lombard-street.—Branch—37, Regent Circus, Piccadilly, 35, Leadenhall-street.

LONDON & HAMBURGH,

From and to the Custom House or Tower, with Her Majesty's Mails.

Wilberforce, Capt. W. Phillips.—Princess Royal, Capt. H. Whittingham.—Countess of Lonsdale, Capt. R. S. Stranack.—John Bull, Capt. J. P. Corbin, Caledonia, Capt. H. W. Gibbs.

From LONDON.

Friday ..... 1 Sep. 12 night	Tuesday..... 12 Sep. 10 p.m.	Friday..... 22 Sep. 8½ p.m.
Wednesday ..... 6 „ 3 a.m.	Friday ..... 15 „ 12 night	Tuesday..... 26 „ 10 „
Friday ..... 8 „ 8½ p.m.	Wednesday ..... 20 „ 3 a.m.	Friday ..... 29 „ 11 „

From HAMBURGH.

Saturday..... 2 Sep. 4 a.m.	Wednesday ..... 13 Sep. 1 a.m.	Friday..... 22 Sep. 12 night
Wednesday ..... 6 „ 6 „	Saturday ..... 16 „ 3 „	Wednesday ..... 27 „ 1 a.m.
Friday..... 8 „ 12 night	Wednesday ..... 20 „ 6 „	Saturday..... 30 „ 3 „

FARES.—Chief cabin, £4;—Fore cabin, £3,—Four-wheel carriages, £10;—Two-wheel ditto £6;—Horses, £7;—Dogs, £1 each.

Agents—In London, Mr. I. NORMAN, 1, Water-lane, Tower-street; in Hamburg, Mr. G. DELAVAL 37, Stubbenhuck.

Passengers are requested to be on board at least one hour before the advertised time of sailing.

LONDON AND OSTEND,

AND THE RHINE.

Direct from and to Brunswick Wharf, Blackwall.—PASSENGERS WALK ON BOARD.

Triton, Capt. W. H. Taylor.—Sir Edward Banks, Capt. R. Ovenden. Venezuela, Capt. W. Mortleman.

From LONDON.

Saturday..... 2 Sep. 3 a.m.	Tuesday ..... 13 Sep. 12 noon	Saturday..... 23 Sep. 9 a.m.
Wednesday ..... 6 „ 6 „	Saturday..... 16 „ 3 a.m.	Wednesday ..... 27 „ 12 noon
Saturday..... 9 „ 9 „	Wednesday ..... 20 „ 6 „	Saturday..... 30 „ 3 a.m.

From OSTEND.

Saturday..... 2 Sep. 3 a.m.	Wednesday ..... 12 Sep. 12 night	Friday..... 22 Sep. 9½ p.m.
Wednesday ..... 6 „ 4 „	Saturday..... 16 „ 1 a.m.	Tuesday ..... 26 „ 11 „
Friday..... 8 „ 10 p.m.	Wednesday ..... 20 „ 4 „	Saturday..... 30 „ 1 a.m.

These Vessels carry a Bag of Letters from the Post Office.

FARES.—Chief cabin, £1 4s.;—Fore cabin, 18s.;—Children under 10 years, half-price;—Four-wheel carriages, £3 3s.;—Two-wheel ditto, £2 2s.,—Horses, £2 10s.;—Dogs, 5s. each.

Brokers—In London, Mr. L. REDHEAD, 59, Mark-lane; in Ostend, Messrs. J. HERREWYN & Co.;—Agents—In Ostend, Mr. R. ST. AMOUR, Grande Place; in Ghent, Mr. I. VAN AKEN, Place St. Michel, in Brussels, Mr. W. MIDDLETON, 92, Montagne de la Cour.

LONDON & ROTTERDAM,

AND THE RHINE.

With Her Majesty's Mails.—PASSENGERS WALK ON BOARD.

Rainbow, Capt. William Norwood.—Giraffe, Capt. Robert Stranack.—Ocean, Capt. Joseph C. Hast.

From LONDON.

Every Wednesday and Saturday Morning, from BRUNSWICK WHARF, Blackwall, at **10** precisely.

From ROTTERDAM.

Saturday	2 Sep.	1 p.m.	Wednesday	20 Sep.	7 a.m.
Wednesday	6 ,,	7 a.m.	Saturday	23 ,,	8 ,,
Saturday	9 ,,	8 ,,	Wednesday	27 ,,	10 ,,
Wednesday	13 ,,	10 ,,	Saturday	30 ,,	12 noon
Saturday	16 ,,	12 noon			

Great Reduction in Fares on the Rotterdam Station.

FARES.—Chief Cabin, £1 5s.—Fore Cabin, 15s.; Children under 10 years, half price;—Four-wheel Carriage £2 10s.; Two-wheel Carriage £2 2s,; Horses, £2 10s.; Dogs, 5s. each.

Passengers can book direct from London via Rotterdam, to places on the Rhine, at greatly reduced Fares, viz.:—to Dusseldorf, Cologne, Coblence, Wiesbaden, Mayence, Mannheim, Baden, Kehl, and Basle, including Baden Railroad and Diligence Fare.

Broker—In London, Mr. GEORGE RAHN, 52, Mark Lane.—Agents—In Rotterdam, Mr. W. SMITH, and Mr. P. A. VAN ES.

LONDON & CALAIS,

Direct from and to London Bridge Wharf.—PASSENGERS WALK ON BOARD.

Belfast, Capt. H. Lomax.—Tourist, Capt. R. Stock.

From LONDON.

Sunday	3 Sep.	3 a.m.	Thursday	14 Sep.	10 a.m.	Sunday	24 Sep.	10 a.m.
Thursday	7 ,,	7 ,,	Sunday	17 ,,	3 ,,	Thursday	28 ,,	10 ,,
Sunday	10 ,,	10 ,,	Thursday	21 ,,	7 ,,			

From CALAIS.

Sunday	3 Sep,	3 a.m.	Wednesday	13 Sep.	12 night	Saturday	23 Sep.	10 night.
Thursday	7 ,,	5 ,,	Sunday	17 ,,	2 a.m.	Wednesday	27 ,,	12 ,,
Saturday	9 ,,	10 p.m.	Thursday	21 ,,	5 ,,			

These Vessels carry Merchandise as well as Passengers.

Brokers—In London, Mr. L. REDHEAD, 59, Mark-lane, and Mr. C. H. HACKETT, 8, Savage Gardens, Tower Hill; in Calais, Mr. C. de RHEIMS, and Mr. G. F. SPIERS.

Agent—In Calais, Mr. A. SPIERS, Grande Place.

FARES.—Chief cabin, 12s,—Fore cabin, 8s.;—Children under 10 years, half price.—Messenger, or Courier, with despatches, £2 2s. extra fare; 4-wheeled Carriages, £3; 2-wheeled do. £1 10s.; Horses, £2; Dogs, 5s. each. Passengers and Parcels booked throughout from London to Paris.

LONDON & ANTWERP,

AND THE RHINE.

Direct from and to Brunswick Wharf, Blackwall.—PASSENGERS WALK ON BOARD.

SOHO, Capt. J. F. Cullen.

From LONDON.

Every THURSDAY at 10 in the Morning.

From ANTWERP.

Every SUNDAY at 11 in the Morning.

This Vessel carries a Bag of Letters from the Post Office.

Broker—In London, Mr. GEORGE RAHN, 52, Mark Lane.——Agents—In Antwerp, Mr. C. BREQUIGNY, Quai Jordaens; in Brussels, Mr. W. MIDDLETON, 92, Montagne de la Cour.

REDUCED FARES.—Chief cabin, £1 10s.;—Fore cabin, £1.;—Children under 10 years, half price;—4-wheel Carriages, £4 4s.—2-wheel Carriages, £3. Horses, £3 3s. Dogs 7s. 6d. each.

For Rhine Agents, and full particulars, see page 109.

LONDON & BOULOGNE,

Direct from and to London Bridge Wharf.—PASSENGERS WALK ON BOARD.

Harlequin, Capt. R. Major—William Jolliffe, Capt. J. Pashley.

These Vessels carry Merchandise as well as Passengers.

From LONDON.

Thursday	7 Sep.	6 a.m.	Thursday	21 Sep.	6 a.m.	Thursday	Sep., 28	10 a.m.
Thursday	14 ,,	11 ,,						

From BOULOGNE.

Sunday	3 Sep.	2 a.m.	Sunday	17 Sep	2 a.m.	Saturday	23 Sep.	10 p.m.
Saturday	9 ,,	9 p.m.						

Agents—In London, Mr I. NORMAN, 1, Water-lane, Tower-street.—In Boulogne, Mr. DELATTRE, 55, Rue de l'Ecu.

FARES.—Chief cabin, 12s.—Fore Cabin, 8s.—Children under 10 years, half price.—Messenger or Courier with despatches, £2 2s. extra Fare. Four-wheel carriages, £3; Two-wheel ditto £1 10s.;—Horses, £2;—Dogs, 5s.

Passengers and Parcels booked throughout from London to Paris.

LONDON & HAVRE,

Direct from and to St. Katharine's Steam Wharf.—PASSENGERS WALK ON BOARD.

James Watt, Capt. J. Ferguson,—Columbine, Capt. J. Fife.

These Vessels carry a bag of Letters from the Post Office.

From LONDON.

Every Sunday and Thursday, at 8 a.m.

From HAVRE.

Sunday	3 Sept.	12 noon.	Wednesday	13 Sept.	11 a.m.	Sunday	24 Sept.	8½ a.m.
Wednesday	6 ,,	4 p.m.	Sunday	17 ,,	12 noon	Wednesday	27 ,,	11 ,,
Sunday	10 ,,	8½ a.m.	Wednesday	20 ,,	4 p.m.			

FARES—chief cabin, £1.; fore cabin, 15s.—Children under 10 years of age, half price.—Four-wheel carriages, £4 4s.; Two-wheel carriages, £3 3s.; Horses, £2 10s.; Dogs, 5s. each.

For other particulars, apply to Broker in London, Mr. L. REDHEAD, 59, Mark-lane.

Agent in Havre, Mr. P. ALBRECHT.—In Rouen, Mr. F. G. TURNER, 13, Quai de la Bourse.

BRIGHTON & DIEPPE.

MENAI, Capt. E. Harty.—FAME, Capt. J. Goodburn.

From Railway Terminus, Kingston Wharf, Shoreham Harbour, (calling during daylight, & weather permitting) at Brighton Pier one hour afterwards.

Saturday	2 Sept.	3 p.m.	Thursday	7 Sept.	7 p.m.	Wednesday	13 Sept.	12 noon
Monday	4 ,,	3½ ,,	Saturday	9 ,,	9 a.m.	Thursday	14 ,,	12 p.m.
Wednesday	6 ,,	5½ ,,	Monday	11 ,,	10½ ,,			

From DIEPPE.

Monday	4 Sept.	3½ a.m.	Saturday	9 Sept.	8½ a.m.	Thursday	14 Sept.	12 night
Wednesday	6 ,,	5 ,,	Sunday	10 ,,	10½ p.m.	Saturday	16 ,,	1½ a.m.
Thursday	7 ,,	6 ,,	Tuesday	12 ,,	11½ ,,			

FARES.—Chief Cabin, 15s.; Fore Cabin, 10s.; Children under 10 years, half-price. 4-wheel carriages, £3 3s.; 2-wheel do. £2 2s.; Horses, £2 10s.; Dogs, 5s.

Agents at Brighton, Mr. P. BLACK; Dieppe, Mr. G. CHAPMAN.

BRIGHTON & HAVRE.

LONDON & HULL,

From and to London Bridge Wharf, where all goods are requested to be sent.

THE WATERWITCH, Capt. N. Gibson—VIVID, Capt. D. Robinson.

From LONDON for HULL, every Tuesday and Friday, at 8 a.m.

Leaving HULL for LONDON, every Tuesday and Saturday, at 3 p.m.

FARES—Saloon, 17s. 6d.; Fore cabin, 10s.; Coach, £3 10s.; Four-wheel carriages, (for single horses) £2 5s.; Gig, £1 11s.6d.; Horses, £1 5s.; Dogs, 2s. 6d.; Cattle, per head, £1 10s.; ditto, Scotch or Irish, £1 [illegible]s.; exclusive of Shipping and Wharfage.

Agent in London, Mr. EDWARD ABELL, 41, Fish-street Hill.—Hull, Mr. H. D. PAULING.

LONDON & EDINBURGH,

The New and Splendid Steam Ships

TRIDENT, Capt. J. W. Morris; CLARENCE, Capt. D. Turner; LEITH, Capt. V. Laker.

Are appointed to leave Brown's Wharf, adjoining the West India Dock Tavern, Poplar,

TRIDENT—Wednesdays, September 13th and 27th, at 10 p.m.

CLARENCE—Saturday, September 2nd, 16th, and 30th at 10 p.m.

LEITH—Saturdays, September 9th and 23rd, at 10 p.m.

Leaving Edinburgh for London on the same days at 3 p.m.

FARES.—Chief Cabin, £2, without provisions; £2 10s., with provisions; 2nd Cabin, £1 2s. 6d., without provisions; £1 10s. with provisions; Deck, £1; Children under 12 years of age, half-price. Coach, £8; Chariot, £7; Britzka or Landau, £6; Small ditto, £5; Phæeton, large, £6 6s.; Phæton, small, £5 5s.; Gig, £3; Dog Cart, £3; Horse, £4; Pon, , and under 14 hands, £3; Do. under 12 hands, £2; Shetland Pony, £1; Dogs, 7s. 6d.; including wharfage and shipping.

☞ The New Low Water Pier erected at Granton by the Duke of Buccleuch secures a Commodious Landing Place near Edinburgh.

Goods are received at 37, Regent Circus, until 6 o'clock, and 35, Leadenhall-street, and by Mr. COLMAN, at Hore's Wharf until 7 o'clock on the Afternoon of starting.

Agents—Mr. R. W. HAMILTON, 21, Waterloo-place, Edinburgh; 14, Shore, Leith.—Mr. J. MATHER, 144, Queen-street, Glasgow.

LONDON & NEWCASTLE,

From and to Hore's Steam Wharf, Wapping.

ONDON MERCHANT, Capt. J. Stranack.—CITY OF HAMBURG, Capt. W. Wade.

From LONDON, every Wednesday and Saturday, at 8 p.m.

From NEWCASTLE, Wednesdays, September 6th, 7 a.m.; 13th, 2 p.m.; 20th, 7 a.m.; 27th, 2 p.m. Saturdays, September 2nd, 5 p.m.; 9th, 11 a.m.; 16th, 4 p.m.; 23rd, 11 a.m.; 30th, 4 p.m.

FARES:—Chief cabin, £1; Second cabin, 12s.; Carriage, £5; Phæton, £4 and £3; Gigs, £3 and £2 10s; Horses, £3 3s; Dogs, 6s; exclusive of Wharfage and Shipping.

Agents—Newcastle, Mr. A. PARKER:—Carlisle, Mr. JOSEPH PARKER:—London, Mr. C. R. COLMAN, Hore's Steam Wharf.

Goods for Newcastle to be sent to Mr. Colman, at Hore's Steam Wharf, Wapping. Packages also received at 37, Regent Circus, until 2, and 35, Leadenhall-street until 3 o'clock on the afternoon of starting.

LONDON & YARMOUTH.

From and to London Bridge Wharf, where all Goods are requested to be sent.

The W. Jolliffe and Earl of Liverpool.

Leaving LONDON for YARMOUTH every Wednesday and Saturday, at 6 p.m.

Leaving YARMOUTH for LONDON, Wednesdays, September 6th, 3 p.m.; 13th, 6¼ a.m.; 20th, 3 p.m. 27th, 6¼ p.m. Saturdays, September 2nd, 6½ p.m.; 9th, 6¼ p.m.; 16th, 12 noon; 23rd, 6¼ p.m.; 30th, 12 noon. Saloon, 10s.; fore cabin, 5s.

Agent for London Mr. E. ABELL, 41, Fish-street Hill; Yarmouth and Norwich, Mr. CHERRY,

RAMSGATE.

The LITTLE WESTERN, Capt. James Corbin.

Every Tuesday, Thursday and Saturday, from London Bridge Wharf, at 9½ a.m., calling at Blackwall, at 10¼ a.m.; leaving Ramsgate for London every Monday, Wednesday, and Friday at 10 a.m.—Fares, Saloon, 4s.; Fore Cabin, 2s.; Children, 2s.

Agents of Dusseldorf Rhine Steam Navigation Company:—

Rotterdam, Mr. I. P. de Cock; *Arnhem*, Mr. C. Balk, on the Quay; *Emmerich*, Messrs. Stevens, Salzmann and Co.; *Dusseldorf*, the Company's Chief Office; *Aix-la-hapelle*, Mr. Wengler; *Cologne*, Mr. Fred. Langen, Heumarket, opposite the Guard House, and on the Rhine; *onn*, Mr. F. Burkhart; *Coblence*, Mr. Ludwig Wirth; *Neuwied*, Mr. I. Cæsar; *Bingen*, Mr. A. Fischer; *Bieberich and Wiesbaden*, Mr. J. R. Lembach; *Mayence*, Dr. Strecker; *Frankfort*, Mr. Thomas Fletcher, at Messrs. Gogel, Koch, & Co., Mr. G. Krebs, Zeil, opposite the Post Office; *Worms*, Mr. Steinart; *Mannheim*, Mr. Reichard; *Carlsruhe*, Mr. I. Stieber *Baden Baden*, Mr. Thiergaertner, Post Master.

The Packets will start at the times specified, weather permitting.

All Goods are taken by these Steam Packets at very moderate Freights, for which apply to the Agents or Brokers. Small Packages as per agreement. Primage 15 per cent. In London the Goods must be Shipped before Three o'clock on the day of the Ship's clearing, and cannot be received on board without an Order from the Brokers

The charge for Bullion and Papers of value, not exceeding £300 is 7s. 6d. Above that sum one-eighth per. cent. on thier value. The charge for Bonds, if above £300 and not exceeding £4000, is one-eighth per cent. on their actual value. If above £4000, one shilling and sixpence per cent on the extra amount.

All Small Parcels, Samples, and Patterns, are recommended to be brought to the Offices of the Company, 37, Regent Circus, or 71, Lombard-street, whence they are Shipped without any charge beyond the actual expenses. They must be brought to 37, Regent Circus, Piccadilly, before One o'clock, or to 71, Lombard-street, before Two o'clock on the day previous to the departure of the Packets, to allow of inspection by the Customs.—N.B No charge is made for the delivery of Parcels in London, beyond what is stated in the account accompanying them.

One cwt. of Personal Baggage is allowed to each chief cabin passenger, and Freight charged on all above that quantity Passengers are requested to have all the packages composing their baggage distinctly marked with their names, and to take the whole on board with them. Baggage is not subject to examination on quitting London, but remains in the custody and under the control of the person to whom it belongs; and the Company is not liable for any damage or loss of it, nor for any unavoidable delays or accidents, nor Sea Risks of any kind whatsoever,

Carriages, Horses, and Baggage, being the bona fide property of Passengers from Hamburg landed free of expense in London. Carriages (properly directed) and Horses for embarkation from London, must be sent in charge of proper persons, as follows:—for Hamburg, to Custom House Quay, Lower Thames-street, by 12 o'clock on the day previous to the departure of the Packets.—For Antwerp, Rotterdam, and Ostend, to Brunswick Wharf, Blackwall; and for Calais, and Boulogne, to London Bridge Wharf; and for Havre, to St. Katherine's Wharf, two hours previous to the departure of the Packets.

To secure Berths apply at the General Steam Navigation Company's Offices 71, LOMBARD-STREET, REGENT CIRCUS, PICCADILLY, and at 35, LEADENHALL-STREET LONDON where every information may be had.

General Steam Navigation Company,

In correspondence with the Dusseldorf Steam Navigation Company's unrivalled and fast Boats between

ROTTERDAM & MANNHEIM,

And the Rail Road of the Grand Duke de Bade between **MANNHEIM & BASLE.**

Passengers can book by these splendid conveyances in London, at the Offices, and on the Continent at the Agents of the General Steam Navigation Company; of the Agents of the Dusseldorf Steam Navigation on the Rhine, and at the Offices of the Grand Ducal Baden Railway *via* Rotterdam, Antwerp, or Ostend.

AGENTS:

ROTTERDAM—Mr. W. SMITH, and Mr. P. A VAN ES. **COLOGNE**—Mr. J. SIMONIS, 2, Frederick Wilhelm-street. **AIX-LA-CHAPELLE**—Mr. J. A. MAYER, Library. **SPA**—Mr. DOMMARTIN, Library. **ANTWERP**—Mr. C. BREQUIGNY. **OSTEND**—Mr. ST. AMOUR, Grande Place. **GAND**—Mr. I. VAN AKEN, Place St. Michel. **BRUSSELS**—Mr. W. MIDDLETON, 92, Montagne de la Cour. **PARIS**—Mr. F. SPIERS, 9, Rue de la Paix. **HAVRE**—Mr. P. ALBRECHT, Quai Notre Dame 15. **ROUEN**—At the Company's Office, 13, Quai de la Bourse. **DIEPPE**—Mr. D. L. CHAPMAN. **BOULOGNE**—Mr. W. HUGHES, and Mr. DELATTRE **CALAIS**—Mr. A. SPIERS Grande Place. **HAMBURG**—Mr. G. DELAVAL, 37, Stubbenhuck.

MISCELLANEOUS STEAMERS FOR SEPRT.

CITY OF DUBLIN STEAM PACKET COMPANY.

INCORPORATED BY ACT OF PARLIAMENT.

FROM DUBLIN TO LIVERPOOL.

The Company's Mail Packets IRON DUKE, PRINCE, PRINCESS, and TRAFALGAR from Kingstown Harbour every evening at half-past 6 o'clock with passengers only.

The Company's Trading Steamers, for the conveyance of passengers & cargo sail from North Wall as follow:

Friday	1st Sept.	11 a.m.	Saturday	9th Sept.	5 p.m.	Monday 18th Sept.	12 noon
Saturday	2nd....	11 a.m.	Monday	11th....	7 p.m.	Tuesday 19th....	1 p.m.
Monday	4th....	1 p.m.	Tuesday	12th....	8 p.m	Wednesday 20th....	2 p.m.
Tuesday	5th....	1 p.m.	Wednesdy	13th ..	8 p.m.	Thursday 21st....	3 p.m.
Wednesday	6th....	2 p.m.	Thursday	14th....	9 p.m.	Friday 22nd....	4 p.m.
Thursday	7th....	3 p.m.	Friday	15th....	10 a.m.	Saturday 23rd....	5 p.m.
Friday	8th....	4 p.m.	Saturday	16th....	10 a.m.		

Monday	25th Sept.	7 p.m.	
Tuesday	26th....	8 p.m.	
Wednesdy	27th ..	9 p.m.	
Thursday	28th....	9 p.m.	
Friday	29th....	10 a.m.	
Saturday	30th....	10 a.m.	

DUBLIN TO BELFAST.

Every TUESDAY and SATURDAY, with Goods and Passengers, at moderate rates.

Saturday	2nd Sept. ..	2 p.m.	Tuesday ..... 12th Sept. ..	8 p.m.	Saturday .... 23rd Sept. .. 7 p.m.
Tuesday	5th	3 p.m.	Saturday 16th	1 p.m.	Tuesday ..... 26th ..... 8 p.m.
Saturday	9th	6 p.m.	Tuesday 19th	3 p.m.	Saturday .... 30th ..... 1 p.m.

Returning from BELFAST every MONDAY and THURSDAY.—Cabin fare (including Steward's fees), 12s.; Deck, 5s.

DUBLIN TO LONDON.

(Wind and weather, &c., permitting,)

In conjunction with the British and Irish Steam Packet Co.,

Calling at Falmouth, Plymouth, and Southampton.

Saturday.....	2nd Sept. ..	12 noon	Wednesday ..	13th Sept. ..	9 a.m.
Wednesday....	6th	2 p.m.	Saturday.....	16th	11 a.m.
Saturday	9th	6 p.m.	Wednesday ..	20th	2 p.m.

Saturday.....	23rd Sept. ..	6 p.m.	
Wednesday ..	27th	10 a.m.	
Saturday.....	30th	11 a.m.	

N.B.—The Company have no offices in Dublin, except at No. 15, Eden Quay, and at their Stores, North Wall. Goods or Parcels left at any other place to be forwarded, are subject to delay, and heavy charges for commission, porterage, cartage, &c.

Office, 15, EDEN-QUAY, Dublin.

LIVERPOOL TO DUBLIN.

The Company's new and splendid Vessels, PRINCESS, IRON DUKE, and TRAFALGAR, of from 600 to 800 tons burthen, and 260 and 380 horses' power, (with cabin passengers only,) sail every evening at seven o'clock, from George's Pierhead, Liverpool, to Kingstown Harbour, carrying Her Majesty's Mail. They also sail their Cargo Vessels (as below) from CLARENCE DOCK to DUBLIN QUAY:—

Friday	1st Sept.	1 p.m.	Saturday	9th Sept.	7 p.m.	Monday 18th Sept.	1 p.m.
Saturday	2nd....	1 p.m.	Monday	11th....	8 p.m.	Tuesday 19th....	2 p.m.
Monday	4th	1 p.m.	Tuesday	12th....	9 p.m.	Wednesday 20th ..	3 p.m.
Tuesday	5th	2 p.m.	Wednesdy	13th....	9 p.m	Thursday 21st....	4 p.m.
Wednesday	6th	3 p.m.	Thursday	14th....	10 p.m	Friday 22nd....	5 p.m.
Thursday	7th	4 p.m.	Friday	15th....	10 p.m.	Saturday 23rd....	7 p.m.
Friday	8th	6 p.m.	Saturday	16th....	10 p.m.		

Monday	25th Sept.	8 p.m.	
Tuesday	26th....	9 p.m.	
Wednesdy	27th....	9 p.m.	
Thursday	28th....	10 p.m.	
Friday	29th....	10 p.m.	
Saturday	30th....	10 p.m.	

LIVERPOOL TO BELFAST.

The WINDSOR.—Tuesdays, Sept. 5th, 3 p.m.; 19th, 2 p.m.—Saturdays, 9th, 8 p.m.; 23rd, 7 p.m.—Thursdays, 14th and 28th, 11½ a.m.

Leaving BELFAST for LIVERPOOL every alternate Tuesday, Thursday and Saturday.

Se

Liverpool to Bangor, Beaumaris, and Carnarvon.

THE PRINCE OF WALES.....W. H. WARREN, R.N., Commander.

BUILT EXPRESSLY FOR THE STATION.

Of 400 Tons Burthen and 200 Horse Power.

The PRINCE OF WALES will sail from PRINCE'S PIERHEAD, every Tuesday, Thursday, and Saturday, at Eleven o'Clock in the Morning; and from MENAI BRIDGE, every Monday Wednesday, and Friday, at Ten o'clock in the Morning.

All Goods for the PRINCE OF WALES must be sent to the Trafalgar Dock the day previous to her Sailing. Goods for Carnarvon will be landed at the Menai Bridge and forwarded at Ship's expense, but shipper's risk.

Coaches for Holyhead, Carnarvon, Llangefni, and Amlwch, wait the arrival of the Prince of Wales.

For further particulars apply to Mr. TIMOTHY, Menai Bridge; HILL, CHARLEY, SONS, and MALCOLM, Donegal Quay, Belfast; at the CITY OF DUBLIN COMPANYS' OFFICE, 15 & 16, Eden Quay, Dublin; or to JOHN K.ROUNTHWAITE, Agent, 24, Water-st, Liverpool.

To Merchants, Shippers of Goods, and Emigrants from Great Britain and Ireland to New York.

ONE OF GRIMSHAW AND CO.'S OLD ESTABLISHED

BLACK STAR LINE OF PACKETS

is dispatched regularly every week during the summer season, and every ten days for the remainder of the year, and as they are all First Class Vessels, commanded by men of long experience in the trade, they offer a perfectly safe and economical medium for the conveyance of Passengers and Goods to New York.

Sums of Money remitted to or from any part of the United States to or from any part of Great Britain or Ireland, without charge.

For further particulars, and to obtain a list of the Ships, with rates of Freight or Passage, address

C. GRIMSHAW & CO., 10, Goree Piazzas, Liverpool.

LONDON AND BOULOGNE.

The Commercial Steam Company's Vessels **"City of Boulogne"** or **"Emerald,"** sail from and to London Bridge Wharf as follows:

From London.				From Boulogne.			
Sunday	September 3	1	a.m.	Thursday	September 7	3	a.m.
Sunday	„ 10	9	„	Wednesday.....	„ 13	12	night
Sunday	„ 17	1	„	Thursday.....	„ 21	3	a.m.
Sunday	„ 24	9	„	Wednesday.....	„ 27	12	night

The Vessel carries Merchandise as well as Passengers.

Saloon, 12s.; Fore Cabin, 8s.; Children under Ten years of age, Half Price.; Carriages, (Four wheels,) £3.; Carriages, (Two Wheels,) £1 10s.; Horses, each £2.; Dogs, each 5s.; Messenger or Courier with Despatches £2 2s. ex. Fare.

For particulars of Freight and Merchandise apply to Mr. JAMES WHISSON, at the Office of the Commercial Steam Company, 17, Fish-street Hill; Chaplin's Universal Office, Regent Circus, London; Mr. De Bernardy, Cité Vendé, 13, Boulevard de la Madeline, Paris; or to Mr. G. W. MORRIS, 22, Rue de L'ecu, Boulogne. NO PASSPORT REQUIRED FOR BOULOGNE.

Reduced Fares from **RAMSGATE direct to LONDON,** Daily (Sundays excepted.)

The Powerful and Splendid Steam Packet **"Duchess of Kent,"** fitted expressly for the above Station, will leave on TUESDAYS, THURSDAYS, and SATURDAYS, at 10 precisely. Saloon 4s.; Fore Cabin 3s.; Children (under 10 years of age) 2s.

OFFICES—17, Fish-street-hill, London, and Opposite the Pier, Ramsgate.

REDUCED FARES FROM

LONDON BRIDGE WHARF direct to RAMSGATE,

...ly (Sundays excepted). The Powerful and Splendid Steam Packet **"Duchess of Kent,"** fitted ...s for the above Station, will leave on MONDAYS, WEDNESDAYS, and FRIDAYS, at Half-past Nine; ...unswick Wharf, Blackwall, Quarter-past Ten. Saloon 4s.; Fore Cabin 3s.; Children under ten years ...e 2s.

...FFICES, 17, Fish-street-hill, and Chaplin's Universal Office, Regent Circus.

Hull and Antwerp.

The ... to Sailem St...
every ... HUEAZELLE, Capt. James Main, or other First-Class Steamer of the same Company, is intended ...day very Saturday Evening, as soon after Six o'Clock as the tide permits; and from ANTWERP ...e:—, (carrying Post-office letter-bags.)

...f Cabin,.....£1 1s. Fore Cabin,.....12s. 6d.

...OENBERGH FILS, Broker, Antwerp; JOSH. SANDERSON & CO., Agents, Hull.

...AL.

STEAM PACKETS

ARE INTENDED TO SAIL FOR THE UNDERMENTIONED PORTS, FROM THE

CORK STEAM SHIP COMPANY'S OFFICE,

PENROSE'S QUAY, with or without Pilots, and with liberty to Tow Vessels.

FOR BRISTOL,

EVERY TUESDAY AND FRIDAY

	Tons.	H.Power.
The Sabrina—Captain Parker..	550	300
The Juverna—Captain Gilmore	560	300

FRIDAY	1st.....	at 7 a.m.
TUESDAY	5th.....	at 8 a.m.
FRIDAY	8th.....	at 11 a.m.
TUESDAY	12th.....	at 3 p.m.
FRIDAY	15th.....	at 4 p.m.
TUESDAY	19th.....	at 8 a.m.
FRIDAY	22d	at 11 a.m.
TUESDAY	26th.....	at 3 p.m.
FRIDAY	29th.....	at 4 p.m.

FROM BRISTOL,

EVERY TUESDAY AND SATURDAY.

The Juverna—Captain Gilmore.
The Sabrina—Captain Parker.

SATURDAY.....	2nd.....	at 8 a.m.
TUESDAY	5th.....	at 10 a.m.
SATURDAY.....	9th.....	at 2 p.m.
TUESDAY	12th.....	at 4 a.m.
SATURDAY.....	16th.....	at 8 a.m.
TUESDAY	19th.....	at 10 a.m.
SATURDAY.....	23d	at 2½ p.m.
TUESDAY	26th.....	at 4½ p.m.
SATURDAY	30th.....	at 7 a.m.

Office, No. I, Quay, Bristol

FARES.—Cabin, including Steward's Fee, £1 12s. 6d.—Deck 10s.

PASSENGERS are conveyed from BRISTOL to LONDON by Railway, in 4 Hours and 20 Minutes, a 27s., 18s. 6d., or 9s. 11d. each.

FOR LIVERPOOL,

EVERY SATURDAY.

	Tons.	H.Power.
The Nimrod—Captain Pile,	700	400

SATURDAY.....	2d.....	at 5½ p.m.
SATURDAY.....	9th.....	at 12 noon
SATURDAY.....	16th.....	at 5 p.m.
SATURDAY.....	23rd.....	at 1 p.m.
SATURDAY.....	30th.....	at 5 p.m.

FROM LIVERPOOL,

The Nimrod—Captain Pile.

TUESDAY	5th.....	at 3 p.m.
WEDNESDAY.....	13th.....	at 10 a.m.
TUESDAY	19th.....	at 3 p.m.
WEDNESDAY.....	27th.....	at 10 a.m.

Office, 15, Water-street, Liverpool.

FARES.—Cabin, including Steward's Fee £1 7s. 6d.—Deck 10s.

FOR LONDON,

Calling at Plymouth, EVERY THURSDAY.

	Tons.	H.Power.
The Ajax, Captain Mowle	850	400
Preussischer Adler, Capt. Tooker.	800	380

Thursdays, 7th, 10 a.m.; 14th, 2 p.m.; 21st, 10 a.m.; 28th, 3 p.m.

Leave LONDON every Thursday and PLYMOUTH for CORK every Saturday Morning.

FARES TO LONDON—Cabin including Steward's Fee, £1 10s. Deck, 10s.

FARES TO PLYMOUTH—Cabin including Steward's Fee, £1 5s. Deck, 8s.

Agents, J. HARTLEY & Co., 137, Leadenhall Street, London,—Dublin, Belfast, & Cork Steam Wharf, & 33, Regent's Circus, Piccadilly.—Plymouth, Mr. Thomas Nicholson.—Southampton, Mr. Thomas Hill.

For Dublin, Greenock, and Glasgow.

The Minerva, Capt. Hirst.

WEDNESDAY.....	13th.....	at 5 p.m.
WEDNESDAY.....	27th.....	at 5 p.m.

Cabin Fare, including Fee, £1. Deck 7s. 6d.

From Dublin to Glasgow.

FRIDAY	1st.....	at 9 p.m.
FRIDAY	15th.....	at 8 p.m.
FRIDAY	29th.....	at 8 p.m.

Cabin Fare, including Fee, £1. Deck 7s. 6d.

OFFICE, No. 11, Eden Quay, Dublin. Stores North Wall.

From Dublin to Cork.

FRIDAY.....	8th.....	at 4 p.m.
FRIDAY	22d.....	at 4 p.m.

Cabin Fare, including Fee £1. Deck, 7s. 6d.

Fares from Cork to Glasgow—Cabin, including Fee, £2. Deck, 15s.

Carriages, Horses, and Goods intended for Shipment should be at the Packet an Hour before the Time of Sailing

The Company request Passengers to look after their own luggage, as they will not be accountable for any after the 23rd inst. entered and paid for.

THOMAS WINDER, Manager, Penrose' Quay, Cork.

Saturday, Oct. 1st.

ABERDEEN STEAM WHARF, 257, WAPPING.

STEAM TO INVERNESS AND LONDON.

The Aberdeen Steam Navigation Company's Steam Ship, **"NORTH STAR,"**
THOMAS HOWLING, Commander, will be despatched as under:—

From INVERNESS,—September 11th and 25th, at 10 a.m.

From LONDON,

September 4th and 18th, at 9 a.m., calling (Weather, &c., permitting) off Chanonry Point, Invergordon, Cromarty, and Burghead, as usual.

PASSAGE FARES, (including provisions,) Main Cabin to Inverness and Invergordon, £4; Fore Cabin, £2 12s. 6d. Main Cabin to Burghead or Lossiemouth, £3 15s.; Fore Cabin, £2 10s. Deck, (Common Soldiers and Sailors, without Provisions) £1 5s. Steward's Fees—Main Cabin, 3s.; Fore Cabin, 2s. Children under thirteen years of age, Half Price

Two Barrels Bulk of Personal Luggage for each Passenger Free.—No Goods considered as Luggage.

The Passage Money must in every case be paid when the Berth is secured.

Passengers can walk on board without the inconvenience of small boats, and no charge for Porterage allowed to be made by any of the Company's Servants.

The most expeditious and cheapest conveyance to the Aberdeen Steam Wharf is by the Waterman Steamers, which leave the following Piers every quarter of an hour:—

Westminster Bridge, Adelphi, next Hungerford Market, Temple Bar, Blackfriars Bridge, Paul's Wharf, Fishmongers' Hall Wharf, and London Bridge, for Tunnel Pier, Wapping. Carriages, &c., via Ratcliff Highway, and down Gravel Lane to the Wharf.

Shippers will please to send their Goods to the Wharf not later than 3 hours previous to the Vessels leaving.

Goods received at the Aberdeen Steam Wharf for Elgin, Forres, Invergordon, Burghead, Cromarty, Inverness, and all the North of Scotland.

Small Parcels and Light Packages received for the Company at 82, Lombard-Street.

Further particulars may be learned on application to the following agents, JAMES SAUNDERS, Inverness; George Patterson, Chanonry Point; William Watson, Cromarty; Roderick Hay, Invergordon; Peter Christall, Burghead; CHARLES WILLIAM WILLOUGHBY, Agent and Wharfinger, Aberdeen Steam Wharf, 257, Wapping, and Spread Eagle Office, Piccadilly, London.

ROBERT MATTHEW, Manager, Waterloo Quay, Aberdeen.

THE UNDERNOTED OR OTHER OF THE

ABERDEEN STEAM NAVIGATION COMPANY'S STEAM SHIPS.

Will be despatched as under (weather, &c. permitting):—

ABERDEEN AND LONDON TRADE.

FROM LONDON,

(Sailing from Aberdeen Steam Wharf, 257, Wapping.)

CITY of LONDON	Sat. 2nd Sep.	12	noon	EARL of ABERDEEN....	Sat. 23rd Sep. 6½ p.m.
EARL of ABERDEEN.....	Sat. 9th	,,	6 p.m.	CITY of LONDON.....	Sat. 30th ,, 11 a.m.
CITY of LONDON	Sat. 16th	,,	11 a.m.		

FROM ABERDEEN.

EARL of ABERDEEN,....	Sat. 2nd Sep.	2½	p.m.	CITY of LONDON.....	Sat. 23rd Sep. 9 p.m.
CITY of LONDON	Sat. 9th	,,	9 p.m.	EARL of ABERDEEN	Sat. 30th ,, 1½ p.m.
EARL of ABERDEEN	Sat. 16th	,,	2 p.m.		

ABERDEEN & HULL TRADE.

One of the Company's Fast Sailing **Clipper Schooners,** will be despatched from each end of the line every Wednesday. These Clippers have excellent accommodation for Passengers,

No Shipping Charges on Goods at Hull, when specially addressed to the care of the Company's Agent.

Further particulars may be learned on application to the following Agents:—C. W. Willoughby, Aberdeen Steam Wharf, 257, Wapping, and Spread Eagle Office, Regent Circus, London; James Davidson, 3, Wellington Street, Hull; James Saunders, Inverness; Wm. Watson, Cromarty; Roderick Hay, Invergordon; Peter Christall, Burghead.

ROBERT MATTHEW, Manager, Waterloo Quay, Aberdeen.

STEAM FROM

HULL TO THORNE.

THE THORNE STEAM PACKET COMPANY beg to announce that their Steamers continue to ply between HULL and THORNE, every day (Sundays excepted), as usual. The Red Rover Coach runs in conjunction with the above-mentioned Steamers, by which Passengers are forwarded to and from Doncaster, Rotherham, and Sheffield. The Steamers leave Thorne for Hull, at ½ past eight in the morning, calling at Goole. Passengers leaving Wakefield by the 5 minutes past 9 train, will arrive at Goole in time for the Thorne Steamers for Hull.

Steam Packet Office, Thorne. CHARLES WATSON, Agent.

SAFEST ROUTE TO BELGIUM AND THE RHINE.

DOVER TO OSTEND IN 4 HOURS,

By the English and Belgian Government New Fast Iron Mail Steamers of 120 to 140 Horse power, and commanded by Officers the Royal Navy.

From DOVER.....
From OSTEND..... } **Daily.**

FARES, 1st Class 15s., 2nd Class 10s.; Children, 7s. 6d. and 5s.

IN ENGLAND.—For Time Bills and information apply to JAS. NORIE, at the Dover, Ostend, and Cologne Company's Steam Packet Office, 450 A, West Strand; at the Passport Office, Belgian Legation, 9 A, Weymouth-street, Portland Place; the Belgian Consulate, 3, Copthall Buildings, City; John Hayward, jun., Esq., Dover, and all the Hotels; to Hy. Smith & Co., Liverpool; Kemp & Co., Fleetwood; at the Belgian Consulates' at Hull, Plymouth, Portsmouth, Margate, Manchester, Glasgow, Leith, Dundee, Newcastle, Belfast, Cork, Falmouth, Milford Haven, Guernsey, Jersey, &c.

IN BELGIUM—to John Piddington, 74, Montagne de la Cour, Brussels; Ostend, to Louis Carbon, Exchange Office, 15, George-street; at Antwerp, to L. Uytborck, Changeur, Place de Meir, 1082; at Bruges, to J. Molhant, 2, Rue des Pierres; at Ghent, to B. Kreps, 18, Quai au Blé.

IN FRANCE—to Charles Mc. Henry, English Exchange Office, 28, Rue de la Paix, Paris, at Galignani's.

ON THE RHINE—to all the Agents, and on board of the Cologne Rhine Navigation Co.'s Vessels; Cologne, to F. C. Eissen, 2, Frederick Wilhelm-street.

To the British Consular Agents in all the large towns in Europe.

TIME TABLE FOR SEPTEMBER, 1848.

From DOVER.

ept. 1	Friday.....	0 5	a.m.	Sept. 11	Monday	7 0	a.m.	*Sept.21	Thursday ..	2 30	a.m.
	†2 Saturday ..	0 5	,,		†12 Tuesday....	0 5	,,		*22 Friday.....	4 0	,,
	†3 Sunday	0 5	,,		†13 Wednesday	1 0	,,		*23 Saturday ..	5 20	,,
	†4 Monday....	0 30	,,		*14 Thursday ..	1 30	,,		*24 Sunday	6 0	,,
	†5 Tuesday....	1 0	,,		*15 Friday.....	2 0	,,		25 Monday	7 0	,,
	*6 Wednesday	1 45	,,		†16 Saturday....	0 5	,,		†26 Tuesday....	0 5	,,
	*7 Thursday ..	2 15	,,		†17 Sunday	0 5	,,		†27 Wednesday	0 45	,,
	*8 Friday.....	4 0	,,		†18 Monday	0 5	,,		*28 Thursday ..	1 30	,,
	*9 Saturday ..	5 0	,,		†19 Tuesday....	1 0	,,		*29 Friday.....	2 0	,,
	*10 Sunday	6 0	,,		*20 Wednesday	1 45	,,		†30 Saturday....	0 5	,,

From OSTEND.

1	Friday	5 30	a.m.	Sept. 11	Monday	6 50	a.m.	Sept. 21	Thursday....	9 0	a.m.
2	Saturday ...	5 30	,,		12 Tuesday	7 15	,,		22 Friday	11 0	,,
3	Sunday	6 0	,,		13 Wednesday..	8 20	,,		23 Saturday....	5 30	,,
4	Monday	7 0	,,		14 Thursday....	9 10	,,		24 Sunday.....	6 15	,,
5	Tuesday	7 30	,,		15 Friday	9 15	,,		25 Monday.....	7 0	,,
6	Wednesday..	8 0	,,		16 Saturday	5 30	,,		26 Tuesday	7 15	,,
7	Thursday....	9 0	,,		17 Sunday.....	5 30	,,		27 Wednesday..	8 30	,,
8	Friday 11	0	,,		18 Monday	6 20	,,		28 Thursday....	9 10	,,
9	Saturday	5 30	,,		19 Tuesday	8 15	,,		29 Friday	9 0	,,
10	Sunday.....	6 0	,,		20 Wednesday..	8 0	,,		30 Saturday	9 30	,,

Luggage is searched on the passage to Ostend if requested.

☞ Passengers by these Steamers on the days marked (†) may probably leave Ostend at 7, and will arrive at Cologne the same evening, and Brussels or Antwerp at noon the same day. On the days marked (*) they will leave Ostend at 12½, reach Brussels or Antwerp at 5 p.m., and Liege, in the direction of Cologne, at 8½ p.m. From Brussels they can proceed to Paris by night train at 6 30, arriving at 6 30 next morning. On all other days they will reach Brussels, Antwerp, &c. at 8 p.m. The West Flanders Railway being now open to Courtrai, they can reach Paris the next morning at 6 30 by a train which leaves Ostend at 3 45, *via* Bruges, Courtrai, Lille, Amiens, &c.

HULL and ROTTERDAM.

The New and Powerful Iron Steam Ship **SEA GULL,** will leave HULL for ROTTERDAM every WEDNESDAY, as soon after HALF-PAST THREE o'clock p.m. as the tide permits; and ROTTERDAM for HULL every SATURDAY Morning, (With or without Pilots).

Fares from Hull to Rotterdam, First Cabin..... £1 12 6
Fore Cabin 0 15 0
Tickets for the Voyage, Out and Home, First Cabin 2 10 0

For further particulars, Apply to..... { **Wm. H. H. Hutchinson, Hull.** **J. B. Crol & Co., Rotterdam.**

DOVER.

W. J. HOLLYER'S LONDON HOTEL,

On the *Steam Packet Quay*, close to the *Railway Terminus*, the *Custom House*, and *Alien Office*.

W. J. H. respectfully informs the Public that at this Hotel they will find every comfort, with CHARGES very CONSIDERABLY LESS than at *any Hotel* in Dover.

Families or Gentlemen Boarded for any length of time.

The Mail Packets for Ostend, Boulogne, and Calais, the fastest Steam Ships afloat, *sail from the Quay adjoining this Hotel, where every information as to time of sailing may be obtained.*

A Commissioner and Porters attend every Train and Packet.

Luggage SHIPPED *Free of Expense.*

A FIXED CHARGE FOR SERVANTS.

A. MM. les Voyageurs.

L'HOTEL DE LONDRES est situé près du débarcadère du Chemin de Fer,—du quai des Pacquebots,—de la Douane et du Bureau des Etrangers.

On embarque les baggages sans frais.

Prix très-Modérés.

N.B.—Afin d'éviter toute espèce d'inconvénients, MM. les Voyageurs sont priés de nommer, en débarquant,

L'Hotel de Londres.

Das "London Hotel",

Ist nahe bei dem Landungsplatze der Dampfschiffe, der Eisenbahn Station, dem Zollhause und dem Fremden Bureau gelegen.

Einschiffung des Gepäcks kostenfrei.—PREISE SEHR MÄSZIG.

N.B.—Um jede Art von Unannehmlichkeiten zu vermeiden, werden die Herren Reisenden ersucht, beim Einschiffen des "LONDON HOTEL" zu erwähnen.

HOLLYER'S SHAKSPEARE HOTEL,

CLOSE TO THE BATHS, MARINE PARADE, AND WATERLOO CRESCENT,

DOVER.

Families or Gentlemen visiting Dover, will find at this *Old Established Family* Hotel every *comfort with moderate Charges.*

WINE AND SPIRIT MERCHANT.

The SHAKSPEARE LIVERY YARD is situate CLOSE to the Marine Parade and Waterloo Crescent.

Good Stall Stables, Loose Boxes, and Lock-up Coach Houses.

A Letter by Post will be punctually attended to.

THE HULL STEAM PACKET CO.'S STEAMERS PLY AS UNDER, WITH GOODS & PASSENGERS,

Hull and London,

From HULL every Monday, Wednesday, and Friday, at 3 p.m.
From CUSTOM-HOUSE QUAY, LONDON, every Tuesday, Thursday, and Saturday, at 8 a.m.
FARES:—Best Cabin, 12s. 6d.; Second ditto 7s.

Hull and Hamburgh,

Every Wednesday as soon after six o'clock p.m. as the tide permits—The "LION," CAPTAIN HURST; the "TRANSIT," CAPTAIN BELL.
These are vessels of great power and speed, and especially adapted to the requirements of the trade,
FARES.— BEST CABIN, 20s., SECOND CABIN, 10s.

Hull and Antwerp,

Every Saturday, as soon after six p.m. as the tide permits.

Hull, Copenhagen, and St. Petersburgh,

The "VICTORIA," CAPTAIN R. P. PRIEST; every month.

Hull and Yarmouth,

From HULL every WEDNESDAY, and from YARMOUTH every SATURDAY
FARES:—Best Cabin, 8s.; 2nd ditto, 5s.

STEAMERS to and from GOOLE daily.—Ditto to and from GAINSBRO', four days a week.
All the Steamers on the Foreign Stations carry Post Office Letter Bags.

BROWNLOW, PEARSON, & Co., Minerva Terrace, Hull.

The splendid and powerful New Iron Steam Ship "BLENHEIM" is intended to sail

From Liverpool for Belfast,

(with or without a Pilot,) from Clarence Dock, as follows:—
September 2nd, 11½ p.m.; 7th, 5 p.m.; 12th, 9 p.m.; 16th, 11 p.m.; 21st, 5 p.m.; 26th, 9 p.m.; 30th, 11 p.m.
Leaving BELFAST for LIVERPOOL, September 5th, 2 p.m.; 9th, 6 p.m, 14th, 9 p.m.; 19th, 11 p.m.; 23rd, 6 p.m.; 28th, 8 p.m.

LANGTRYS & CO., 20, WATER STREET, LIVERPOOL.

Apply to Messrs. W. L. OGILBY, MOORE and Co., Ingram Court, Fenchurch-street, London; or to Mr. JOHN WALKER, 111, Market-street, Manchester.

Steam Communication with Bristol and Hayle.

The Fast Sailing Steam Vessel "**BRILLIANT,**" WILLIAM SPAY, Commander.
Calling off St. Ives and Ilfracombe, going and returning.
ORDER OF SAILING DURING SEPTEMBER, 1848:—

Bristol to Hayle.—Mondays, Sep. 4th, 10 a.m.; 11th, 4½ p.m.; 18th, 10 a.m.; 25th, 4½ p.m. Oct. 2, 9 a.m
Hayle to Bristol.—Thursdays, Sep. 7th, 9 p.m.; 14th, 2½ p.m.; 21st, 9 p.m.; 28th, 2½ p.m.
FARES—To or from Bristol and Ilfracombe, (Including Steward's Fees.)—Saloon, 10s.; Fore Cabin 7s.; Deck, 5s. Children under Twelve years of age Half-price. Carriages, Horses, Luggage, and Genera Merchandise carefully conveyed. Family Carriage, £2 2s.; Phæton, 30s.; Gig, 25s.; Horses, 25s. each; Dogs, 3s. each.
AGENT at Brisol, C. MEREDITH, (Office, 5, Narrow Quay. F. H. POOLE, Brilliant Office, Hayle.

Hull and Hamburgh.

SPLENDID STEAM COMMUNICATION (carrying Post-Office Letter-Bags), the "**QUEEN OF SCOTLAND,**" WILLIAM CAPE, Commander; and the "**HELEN MACGREGOR,**" CHAS. FROST, Commander, are *intended* to sail for HAMBURGH alternately, every Saturday, as soon after Six o'Clock P.M. as the Tide permits; returning from Hamburgh on the alternate Saturday. First Cabin fare £1. Excellent accommodation for Horses.

Hull and St. Petersburgh.

(Carrying Post Office Letter Bags.)

The favourite Steam Ship, "**ROB ROY,**" WM. KNOCKER, R.N., Commander, is intended to sail for ST. PETERSBURGH calling at COPENHAGEN, from the 8th to the 12th September. Should we send any other steamer to St. Petersburg in lieu of the "Rob Roy," Capt. KNOCKER will take the command.

GEE & CO.

STEAM COMMUNICATION BETWEEN

Mostyn, Rhyddlan, St. Asaph, Denbigh, Ruthin, Caerwys, Holywell, and Liverpool.

The Splendid, Powerful, and Fast-sailing Steamer "**VESTA,**" Captain ROBERT DAVIES, will sail from Prince's Pier-head, Liverpool, and from Mostyn, for the month of SEPTEMBER, 1848, punctually as under.

From Mostyn.		From Liverpool.	
* 1 Friday ..	1 0 p.m.	1 Friday....	9 30 a.m.
2 Saturday	2 0 „	§ 2 Saturday	10 30 „
† 4 Monday ..	3 0 „	4 Monday ..	11 30 „
5 Tuesday ..	3 30 „	‖ 5 Tuesday ..	12 0 noon
6 Wednesdy.	4 30 „	6 Wednesday	1 0 p.m.
8 Friday ..	6 30 a.m.	‖ 7 Thursday	3 0 „
9 Saturday..	7 0 „	8 Friday....	4 0 „
†11 Monday ..	9 30 „	§ 9 Saturday..	5 0 „
‡12 Tuesday ..	10 30 „	‖12 Tuesday ..	6 30 a.m.
‡13 Wednesdy.	11 0 „	‖13 Wednesday	7 0 „
14 Thursday	12 0 noon	/14 Thursday	8 0 „
*15 Friday ..	12 30 p.m.	/15 Friday	8 30 „
*16 Saturday	1 0 p.m.	‖16 Saturday..	9 a.m.
†18 Monday..	2 30 „	§18 Monday ..	10 30 „
19 Tuesday..	3 30 „	‖19 Tuesday..	11 30 „
20 Wednesdy.	4 30 „	20 Wednesday	1 0 p.m.
22 Friday ..	6 30 a.m.	‖21 Thursday	2 30 „
*23 Saturday	8 0 „	‖22 Friday....	3 0 „
25 Monday ..	10 0 „	§23 Saturday	4 30 „
‡26 Tuesday ..	10 30 „	‖26 Tuesday ..	7 0 a.m.
‡27 Wednesdy	11 0 „	27 Wednesday	7 30 „
28 Thursday	12 0 noon	/28 Thursday	8 0 „
*29 Friday...	12 30 p m.	/29 Friday ..	8 30 „
*30 Saturday	1 0 „	‖30 Saturday	9 0 „

* Denotes the Vesta to sail on the arrival of the Trains from Bangor to Mostyn.
† Denotes the Vesta to sail on the arrival of the Trains from Chester to Mostyn.
‡ Denotes the Vesta to sail on the arrival of the trains both from Bangor and Chester.
‖ Denotes the Trains to leave Mostyn for Bangor on the arrival of the Vesta from Liverpool.
/ Denotes the trains to leave Mostyn for Chester and Bangor on the arrival of the Vesta from Liverpool.
§ Denotes the trains to leave Mostyn for Chester on the arrival of the Vesta from Liverpool.

The Chester and Holyhead Railway Station at Mostyn, is within a few yards of the place of landing, from whence Passengers or Goods can be conveyed to Rhyl, Abergele, Conway, Bangor, Holywell, and Flint.—Travellers to and from Liverpool, from the above places, will, by this conveyance, enjoy a pleasant & direct Sea voyage, at the cheap rates herein inserted.—*All the Trains stop at Mostyn, except the express.*

An OMNIBUS leaves the Royal and White Horse Hotel, Holywell, three quarters of an hour previous to the sailing of the Packet from Mostyn; and will be in attendance at the Station upon her arrival from Liverpool. Fares 1s. out, and 1s. 6d. inside—no fees.

A COACH will start from St. Asaph, two hours before the Steamer sails from Mostyn, through Rhyddlan, Dyserth, Talargoch, and Gronant.—A COACH also will leave Mr. Robert Jones's, Swan Inn, Denbigh, two hours and a half before the Steamer which sails from Mostyn, through Bodfary, Caerwys, and Whitford. Coaches and Cars in attendance when the Packet arrives at Mostyn, to convey Passengers to all parts of Wales.—Carriers for Holywell, St. Asaph, Rhyddlan, Denbigh, attend the Packet regularly at Mostyn.

Passengers taken on board at the Seacombe Slip twenty minutes before the time of Sailing; and Daniel James, the Agent, will attend to receive Goods, during Mondays and Fridays, at the same place.—Passengers landed and received on board at Hoylake.—Goods taken on board at Mostyn, on Mondays and Fridays. Carriages and Horses taken on board at Mostyn and Liverpool.—All Goods after they are landed at Mostyn and Liverpool, if not immediately taken away, will be at the risk of the Consignees.

Cabin Fare 2s. 6d.; Deck ditto, 1s. 6d.—Children under 14 years of age, Cabin, 1s. 6d.; Deck, 1s.

For further information apply at Mr. Daniel James's, 22, Union Street, near the Exchange, Liverpool; Mr. D. Maddock's, Packet House, Redcross Street; and at Dodd's Hotel James's Street; Mrs. Kyffin's, Mostyn Tavern, Parliament Street; and to Elias Hughes, at Mostyn. Lists of the rates of Freight, may be had at any of the above places.

PACKET OFFICE, MOSTYN.

STEAM COMMUNICATION BETWEEN LIVERPOOL AND NEWRY.

The Splendid Steam Ships "SEA NYMPH," Captain JOSEPH THOMPSON; "HERCULES," Captain LAURENCE TALLAN; are intended to Sail between the above Ports, with Goods and Passengers, during AUGUST, 1848, as under:—

From Liverpool—Hercules, Sept. 2nd, 12 noon; 7th, 4 p.m.; 12th, 9 p.m.; 16th, 12 noon; 21st, 4 p.m.; 26th, 9 p.m.; 30th, 11 a.m. Sea Nymph, Sept. 5th, 3 p.m.; 9th, 7½ p.m.; 14th, 11 a.m.; 19th, 3 p.m.; 23rd, 7 p.m.; 28th, 11 a.m.

From Newry.—Sea Nymph, Sails from Warrenpoint Dock, Sept. 2nd, 11 p.m.; 7th, 3 p.m.; 12th, 7½ p.m.; 16th, 10 p.m.; 21st, 3 p.m.; 26th, 8 p.m.; 30th, 10 p.m. Hercules, Sept. 5th, 1 p.m.; 9th, 5½ p.m.; 14th, 9 p.m.; 19th, 1 p.m.; 23rd, 5½ p.m.; 28th, 9 p.m.

FARES:—Cabin, including Fee; 12s. 6d., Steerage, 5s.

Agents for the "HERCULES," THOMAS A. KIDD, Chapel-lane, Newry, LEONARD WATSON, Warrenpoint. W. H. HUTCHINSON, 35, Chapel Walks, South Castle Street, Liverpool.
Agents for the SEA NYMPH, SAMUEL SMITH, Newry and Warrenpoint. W. E. BROWN, 18, Brown Street, Manchester. T. MARTIN and BURNS & Co., 7, Water-street, Liverpool.

RHINE STEAM NAVIGATION.

(DUSSELDORF COMPANY.)

The only Company Navigating the Rhine between

ROTTERDAM, COLOGNE, AND MANNHEIM,

In direct connexion with the GENERAL STEAM NAVIGATION COMPANY from and to LONDON *via* Rotterdam, Antwerp, or Ostend,

and the GRAND DUCAL BADEN RAILWAY between Mannheim and Basle,

This Company possess the Fastest *Steamers on the Rhine, fitted up in the most elegant manner, with every accommodation and convenience for the traveller, and propelled by Low pressure Engines, made by those well-known Engineers, Messrs. Miller, Ravenhill, and Co., and Messrs. Maudsley, Field, and Co.*

The Departures, as well as the Arrivals at the principal Towns, and at the different places on the Rhine, visited by the Tourist for its Splendid Scenery, are several times DAILY, and so arranged as to correspond at Mannheim, Mayence, Biebrich, Bonn, Cologne, and Arnhem with the Departures and Arrivals of the Railway Trains, affording the opportunity of a continuous travelling, and of performing the distances in an unprecedented short time.

Travellers (See Page 109,) can book and obtain bills containing the hours of departures, as well as every other information:

In England. LONDON, at the General Steam Navigation Company's Offices, 71, Lombard-street, and 8, Regent Circus, Piccadilly; and of all the Agents of that establishment in the Country and on the Continent, mentioned at Page 109, —in the Monthly Bills, and in their useful, much-sought-after Yellow Book.

In Holland and on the Rhine. ROTTERDAM, of Mr. J. P. de Cock, and at all the Agents of the Lower and Middle Rhine Dusseldorf Company.

In Belgium. BRUSSELS, Mr. Wm. Middleton, 92, Montagne de la Cour. AIX-LA-CHAPELLE Mr. Wengler, Library, next door to the Hotel "The Grand Monarch."

In Frankfurt on the Main. Of Mr. Fletcher, of Messrs. Gogel, Koch, & Co., and of Mr. G. Krebs, Zeil, opposite the Post Office.

Paris. Mr. F. Spiers, 9, Rue de la Paix.

In Baden. BADEN-BADEN, of Mr. Thiergaertner, Post Office, and all the Offices at the Station of the Grand Ducal Baden Railway.

YARMOUTH AND HULL.

The Norfolk Steam Navigation Company's Powerful and Splendid Steam Ship **"ALBATROSS,"** A. 1 WILLIAM BATEMAN, Commander, is appointed to Sail (weather permitting),

From Yarmouth.—Every Tuesday—Sep. 5th, 2 p.m.; 12th, 4 p.m.; 19th, 2 p.m.; 26th 4 p.m.,

From Hull.—Every Friday—Sep. 1st, 5 p.m.; 8th, 9 p.m.; 15th, 4 p.m.; 22nd, 9 p.m.; 29th, 4 p.m.

FARES, including Steward's Fees.—Best Cabin, 13s.; Fore Cabin, 8s.; Horses, 21s.

Goods for this Conveyance should be addressed to the care of the following Agents:—W. BRIGGS, South Quay, Great Yarmouth; JAMES BOARDMAN, Old Duke's Palace Wharf, Norwich; J. IBBOTSON, Hull; and FLOWERS & SON, Gainsborough.

YARMOUTH AND ROTTERDAM, AND THE RHINE.

The **"Norfolk"** GEORGE OLIVER, Commander, is appointed to Sail, (weather permitting,)

From Yarmouth,—Every Monday—Sep. 4th, 8 p.m.; 11th, 9 p.m.; 18th, 8 p.m.; 25th, 9 p.m.

From Rotterdam,—Every Thursday—Sep. 7th, 2 p.m.; 14th, 1 p.m.; 21st, 2 p.m.; 28th, 12 noon.

FARES—Saloon, 15s., Fore Cabin, 10s. Steward's Fee 1s.

Days of Sailing and further particulars may be had by applying to WILLIAM BRIGGS, Agent, Great Yarmouth; and BROWN and SON, Agents, Rotterdam.

ANTWERP, BRUSSELS, COLOGNE, HAMBURGH, BERLIN, LEIPZIG, DRESDEN, &c.

LONDON to COLOGNE in 30 Hours.—(Sea Passage seven hours only.)—The Antwerp Company's powerful, splendid, and very favourite Steam-Ship **ANTWERPEN,** 600 Tons Burthen, and 280 Horse Power, (with a Bag of Letters from the Post Office), THOMAS JACKSON, COMMANDER, leaves the St. Katharine's Steam Wharf, near the Tower, every Sunday morning at 9 o'clock, returning from Antwerp, every Wednesday morning at 11 o'clock. The Railroad from Cologne to Hamburgh, Berlin, Leipzig, Dresden, &c. now being opened, travellers may proceed to those places by the way of Antwerp, with the short Sea Passage of 7 hours only. The Fares to Cologne are 21 francs (16s. 6d.) first class, 16 francs (12s. 6d.) second, 10½ francs (8s.) third. The general accommodation for Passengers on board this renowned Steam Ship, as well as her spacious Ladies' and private Cabins, are entirely unequalled. FARES:—Chief cabin £1 10s., Fore Cabin £1, (children under 10 years, half price), Coach £6, Chariot £5 Light Caleche £4, Two-wheeled Carriages £3, Horses £5. For Freight apply Messrs. LIGHTLY and SIMON; and to secure berths, at the Offices, 123, Fenchurch-street, and 33, Regent-circus, Piccadilly, where, (as well as at the Whar) every information may be obtained.

☞ Arrangements have been made by which Passengers between London and Paris may take Tickets at Waterloo Station, which will frank them all the way to Paris.—PRICE—First Class, all the way from London to Paris, .. s.—Second Class, .. s. (Second Class Tickets include Fore Cabin Passage only.)

The Custom House at Southampton is open two hours on Sundays, for the clearance of Baggage, when Passengers arriving by this Company's Vessels are requested to attend.

Stewards' Fees,—Main Cabin, 2s.; Fore Cabin, 1s.

DAYLIGHT AND NIGHT PASSAGES.

THE NEW SOUTH WESTERN STEAM NAVIGATION CO.'S

FIRST CLASS IRON STEAM SHIPS,

Sailing in conjunction with the **London and South Western, the Rouen and Havre, and Rouen and Paris Railways,**

WILL LEAVE THE OPEN DOCK, SOUTHAMPTON,

AND CALL AT THE ROYAL PIER, (WEATHER PERMITTING)

FOR HAVRE-DE-GRACE,

CALLING OFF PORTSMOUTH, AS FOLLOWS:—

FROM SOUTHAMPTON.		FROM HAVRE.	
Saturday 2 Sep. 10 p.m.	Tuesday 19 Sep. 4 a.m.	Monday 4 Sep. 4 p.m.	Wednesday 20 Sep. 5 a.m
Tuesday 5 — 6 a.m.	Thursday 21 — 7 a.m.	Wednesday 6 — 5 a.m.	Friday.... 22 — 7 a.m.
Thursday 7 — 8½a.m.	Saturday 23 — 6½p.m.	Friday.... 8 — 7 a.m.	Monday .. 25 — 8 p.m
Saturday 9 — 6½p.m.	Tuesday 26 — 11 a.m.	Monday 11 — 8 p.m.	Wednesday 27 — 7 a.m
Tuesday 12 — 11 a.m.	Thursday 28 — 12½p.m.	Wednesday 13 — 7 a.m.	Friday.... 29 — 7½a.m
Thursday 14 — 12½p.m.	Saturday 30 — 10 p.m.	Friday.... 15 — 8 a.m.	Monday .. 2 Oct. 10½p.m
Saturday 16 — 10 p.m		Monday 18 — 10½p.m.	

The Vessels will await the arrival of the Trains at Southampton, at the above stated Hours.

A Cargo Vessel will leave Southampton every Saturday, and Havre every Monday. The Trains leave Havre for Paris four times daily. FARES:—Main Cabin, 21s.; Fore, 14s.; Carriages, £3; Horses, £3, Dogs, 5s.—Dealers' Horses, not less than six in one shipment, each, £1 10s.

PENZANCE, CALLING AT PLYMOUTH

VIA LONDON AND SOUTH-WESTERN RAILWAY,

The "LADY DE SAUMAREZ," with Goods and Passengers,

From the Southampton Docks every Tuesday, at 2½ p.m.

Plymouth to Penzance, every Wednesday, at 8 a.m., returning from Penzance every Friday, at 7 a.m., and from Plymouth for Southampton, every Friday, at 4 p.m.

FARES:—								
Southampton to Penzance,	Saloon,	£1	5s.	6d.	Second Cabin,	18s.	6d.	Deck, 10s. 6d.
Ditto to Plymouth	,,	1	0	0	,,	15	0	,, 7 6
Plymouth to Penzance,	,,	0	10	7	,,	7	6	,, 5 0

Carriages, £3; Horses, £2 2s.; Dogs, 5s.

THE ROYAL MAIL PACKETS TO

GUERNSEY AND JERSEY

VIA SOUTHAMPTON:

On Mondays, Wednesdays, and Fridays, at 12 o'clock at night, immediately after the arrival of the London Night Mail Train, and every Wednesday, at 5 p.m.; returning from Jersey every Monday, Wednesday, and Friday morning, at 8 o'clock; and every Thursday afternoon, at 3 o'clock.

☞ Notice to Shippers.—No Goods will be received on board the Wednesday's Steamers for Guernsey and Jersey after 1 p.m. on that day.

VIA POOLE:—Every Monday and Thursday evening at 11 o'clock; returning from Jersey on Wednesday afternoon at 3 o'clock; and on Saturday morning at 8 o'clock.

FARES:—Main Cabin, 21s.; Second Cabin, 14s.; Carriages, £3; Horses, £3; Dogs, 5s.

☞ Passengers from London to Guernsey and Jersey, or *vice versa*, proceeding VIA POOLE, can procure THROUGH TICKETS, at Waterloo Station; and on board the Steamer at the same rates as via Southampton viz.:—First Class Rail and Main Cabin, .. s.; Second Class Rail and Main Cabin, .. s.; Second Class Rail and Fore Cabin, .. s.

ST. MALO AND GRANVILLE

A Fast Steamer will leave Jersey for St. Malo, every Tuesday afternoon, at 2 o'clock, and for Granville, every Friday; returning from St. Malo every Wednesday morning, at 8 o'clock, and from Granville, every Friday evening or Saturday morning, according to Tide.

Fares from Guernsey or Jersey to St. Malo or Granville, Main Cabin, 7s. 6d.; Fore Cabin, 5s.—Offices, No. 97, High-street, Southampton, WILLIAM GREEN, SECRETARY.

Shortest & best Route to France, Germany, & Continental Europe.

The **South Eastern** and **Continental Steam Packet Company's** Fleet of Splendid **Steam Ships,** perform the Voyage to **BOULOGNE in Two Hours,** and sail to and from **FOLKESTONE** and **BOULOGNE,** daily, as follows:—

Steamers, for the conveyance of Goods and Merchandize, are despatched from Folkestone, and also from Boulogne, as occasion may require.

1848. September.	From Folkestone to Boulogne.	From Boulogne to Folkestone.
1 Friday	11½ A.M. & 11 P.M.	10½ A.M. 10½ P.M.
2 Saturday	1½ ,, 11½ ,,	11½ ,, 11½ ,,
3 Sunday	1½ P.M. Midnt.	11½ ,, Midnight
4 Monday	1½ ,,	12½ P.M.
5 Tuesday	3 A.M. 3 P.M.	3 A.M. 1 P.M.
6 Wednesday	3½ ,, 3 ,,	3½ ,, 4 ,,
7 Thursday	4 ,, 3 ,,	3½ ,, 4 ,,
8 Friday	5 ,, 4 ,,	3½ ,, 4 ,,
9 Saturday	6 ,, 5½ ,,	4½ ,, 7½ ,,
10 Sunday	7 ,, 7½ ,,	6 ,, 7½ ,,
11 Monday	7½ ,, 7½ ,,	6½ ,, 7½ ,,
12 Tuesday	7½ ,, 8 ,,	7½ ,, 8 ,,
13 Wednesday	8 ,, 11 ,,	8¼ ,, 8½ ,,
14 Thursday	9 ,, 11 ,,	9 ,, 9¼ ,,
15 Friday	11½ ,, 11 ,,	9¾ ,, 10 ,,
16 Saturday	11½ A.M. & 11 P.M.	10½ A.M. & 11 P.M.
17 Sunday	1½ P.M. 11½ ,,	11½ ,, 11½ ,,
18 Monday	1½ ,,	Noon.
19 Tuesday	2 A.M. 3 P.M.	3 A.M. 1 P.M.
20 Wednesday	3 ,, 3 ,,	3½ ,, 4 ,,
21 Thursday	4 ,, 3 ,,	3½ ,, 4 ,,
22 Friday	5 ,, 5½ ,,	5½ ,, 4½ ,,
23 Saturday	6 ,, 7½ ,,	5 ,, 5½ ,,
24 Sunday	7 ,, 7½ ,,	6 ,, 7½ ,,
25 Monday	7 ,, 7½ ,,	7 ,, 7½ ,,
26 Tuesday	7½ ,, 8 ,,	7½ ,, 8 ,,
27 Wednesday	8½ ,, 11 ,,	8¼ ,, 8½ ,,
28 Thursday	11½ ,, 11 ,,	9 ,, 9¼ ,,
29 Friday	11½ ,, 11 ,,	9½ ,, 9½ ,,
30 Saturday	11½ ,, 11 ,,	10 ,, 10½ ,,

Fares.—Chief Cabin, 8s.; Fore Cabin, 6s; Children, 4s. Carriages, four-wheel, £2 2s.; two-wheel £1 1s. Horses, £1 5s. Dogs. 2s. 6d.

These Fares include all Charges for the passing of Luggage through the Custom House, provided it be done by the deputed Custom House Agent of the Company, Mr. Walsh, at Folkestone.

Apply at the **SOUTH EASTERN RAILWAY OFFICES,** London Bridge, Tooley-street, and No. 40, Regent Circus, Piccadilly; or at any Station of the South Eastern Railway; to Lieut. Essell, R.N. at Folkestone.

GOODS AND PARCELS, both outwards and inwards, addressed to the care of the **COMPANY'S AGENT, at FOLKESTONE and at BOULOGNE,** will be received and forwarded with every despatch, at the Company's usual charges.

PASSENGERS who wish to proceed direct to London on arrival, *can do so,* by leaving their keys with Mr. Walsh, **FOLKESTONE,** the only authorized Agent of this Company, who will forward their Luggage to London Bridge Station, at 1s. per package, and 6d. *extra* under 56lbs., and 8d. *extra* per package above that weight, if sent to their own residence in London.

Time Tables of the Railway & Steam Packets can be had at Boulogne, of Mr. Barnard, 22F, Rue de l'Ecu

Dover and Ostend, Dover and Calais, and Dover and Boulogne Services.

ENGLISH, FRENCH, AND BELGIAN STEAM PACKETS.

The Mail Steamer for Calais sails from Dover every day at 3 p.m., and from Calais for Dover every night at 9 30 p.m. The Folkestone and Boulogne boats sail twice a day, the passengers embarking and debarking at the harbour. The Mail Steamer for Boulogne sails from Dover every night at 11 p.m., and from Boulogne for Dover every morning at 3 a.m.

1848. September.	OSTEND. Dover to Ostend.	OSTEND. Ostend to Dover.
	h. m.	h. m.
1 Friday	12 5 a.m.	5 30 a.m.
2 Saturday	12 5 ..	5 30 ..
3 Sunday	12 5 ..	6 0 ..
4 Monday	12 30 ..	7 0 ..
5 Tuesday	1 0 ..	7 30 ..
6 Wednesday	1 45 ..	8 0 ..
7 Thursday	2 15 ..	9 0 ..
8 Friday	4 0 ..	11 0 ..
9 Saturday	5 0 ..	5 30 ..
10 Sunday	6 0 ..	6 0 ..
11 Monday	7 0 a.m.	6 50 a.m.
12 Tuesday	12 5 ..	7 15 ..
13 Wednesday	1 0 ..	8 20 ..
14 Thursday	1 30 ..	9 10 ..
15 Friday	2 0 ..	9 15 ..
16 Saturday	12 5 ..	5 30 ..
17 Sunday	12 5 ..	5 30 ..
18 Monday	12 5 ..	6 20 ..
19 Tuesday	1 0 ..	8 15 ..
20 Wednesday	1 45 ..	8 0 ..
21 Thursday	2 30 a.m.	9 0 a.m.
22 Friday	4 0 ..	11 0 ..
23 Saturday	5 20 ..	5 30 ..
24 Sunday	6 0 ..	6 15 ..
25 Monday	7 0 ..	7 0 ..
26 Tuesday	12 5 ..	7 15 ..
27 Wednesday	12 45 ..	8 30 ..
28 Thursday	1 30 ..	9 10 ..
29 Friday	2 0 ..	9 0 ..
30 Saturday	12 5 ..	9 30 ..

Monthly Almanac and Tide Table.

9th Month, (SEPTEMBER).

D	Sun rises.	Sun Sets.	Moon's Age.	High Water London Bridge. Morn.	High Water London Bridge. Aftern.
	h. m.	h. m.		h. m.	h. m.
1 F	5 14	6 44	3·7	3 54	4 8
2 S	5 16	6 42	4.7	4 25	4 41
3 S	5 17	6 40	5·7	4 59	5 14
4 M	5 19	6 38	6·7	5 31	5 48
5 Tu	5 21	6 35	☽	6 6	6 28
6 W	5 22	6 33	8·7	6 49	7 17
7 Th	5 24	6 31	9·7	7 48	8 23
8 F	5 25	6 29	10·7	9 2	9 43
9 S	5 27	6 26	11·7	10 24	11 5
10 S	5 29	6 24	12·7	11 38	— —
11 M	5 30	6 22	13·7	0 6	0 32
12 Tu	5 32	6 19	14·7	0 55	1 17
13 W	5 33	6 17	☉	1 38	1 59
14 Th	5 35	6 15	16·7	2 17	2 38
15 F	5 37	6 13	17·7	2 58	3 17
16 S	5 38	6 10	18·7	3 38	3 59
17 S	5 40	6 8	19·7	4 19	4 40
18 M	5 41	6 6	20·7	5 3	5 27
19 T	5 43	6 3	☾	5 50	6 15
20 W	5 45	6 1	22·7	6 42	7 14
21 Th	5 46	5 59	23·7	7 48	8 29
22 F	5 48	5 56	24·7	9 13	9 55
23 S	5 49	5 54	25·7	10 38	11 18
24 S	5 51	5 52	26·7	11 49	— —
25 M	5 53	5 49	27·7	0 21	0 45
26 Tu	5 54	5 47	28·7	1 6	1 26
27 W	5 56	5 45	●	1 46	2 3
28 Th	5 58	5 43	1·1	2 20	2 37
29 F	5 59	5 40	2·1	2 54	3 9
30 S	6 1	5 38	3·1	3 25	3 40

The following List, showing the difference of Time between London and the principal Out-ports of the United Kingdom &c., is derived from Local Tide Tables, and the best books on Navigation.

	H. M.		H. M.		H. M.
Aberdeen	subtract 0 55	Falmouth Harbour	sub. 3 9	Newport (Isle of Wight)	sub. 3 10
Berwick	add 0 12	Fleetwood	sub. 2 53	New Shoreham Harbour	sub. 2 17
Boulogne	sub. 2 40	Folkestone	sub. 3 7	Ostend	sub. 1 56
Brighton	sub. 2 28	Greenock	sub. 2 41	Plymouth Dock Yard	add 3 26
Bristol	add 5 10	Hartlepool	add 1 24	Port Glasgow	sub. 2 41
Calais	sub. 2 36	Havre	sub. 4 14	Port Patrick	sub. 3 22
Carmarthen Bay	add 3 52	Holyhead Harbour	sub. 3 42	Portsmouth Harbour	sub. 2 27
Cork Harbour (Cove)	add 2 24	Hull	add 3 54	Ramsgate Harbour	sub. 2 46
Cowes	sub. 3 21	Ilfracombe	add 3 39	Scarborough	add 2 9
Dieppe	sub. 2 59	Kingstown Harbour	sub. 2 54	Shoreham	sub. 2 52
Douglas Harbour, Isle of Man	sub. 2 56	Leith	sub. 0 16	Southampton	sub. 3 26
Dover Harbour	sub. 2 56	Lerwick Harbour	sub. 4 6	Sunderland	add 0 54
Dublin	sub. 2 54	Liverpool	sub. 2 44	Torbay	add 3 54
Dundee	add 0 29	Margate	sub. 2 2	Waterford, Hook Point of	add 3 4
		Milford Haven, entrance	add 3 39	Whitby	add 1 24

Explanation.—To find the time of High Water at the above Places, it will be necessary to add or subtract the numbers in the above Table, according to the directions here given, to or from the time of High Water at London.

Sailings of HER MAJESTY'S MAIL PACKETS

FROM HOME STATIONS.

Donaghadee to Portpatrick—The Pike or Asp, every day at 12½ p.m. Cabin 5s.; Children 2s. 6d.

Portpatrick to Donaghadee—The Pike or Asp, as soon after 3 40 a.m. as the Mails shall be received on board. Cabin 5s., Children 2s. 6d.

Dublin to Holyhead—The St. Columba, Banshee, Caradoc, or Llewellyn, daily, at 11½ a.m. Dublin time, (11 55 a.m. London time.) Fares—cabin 11s.; Children under 10 years, 5s. 6d.; deck 2s. 6d.; Steward's fee, —; 4-wheeled carriages, 25s.; 2-wheeled, 12s. 6d.; Horse, 13s.; Dog, 1s. 6d.

Holyhead to Dublin—The St. Columba, Banshee, Caradoc, or Llewellyn, daily, at 6¾ a.m., London time, or as soon after as the mails can be put on board. Fares—cabin, 11s.; Children under 10 years, 5s. 6d.; Servants, 5s. 6d.; deck, 2s. 6d.; Steward's fee, —; 4-wheeled carriage, 25s.; 2-wheeled 12s. 6d.; Horse, 13s.; Dog, 1s. 6d.

Southampton to Guernsey & Jersey—On Monday, Wednesdays, and Fridays, at 12 night; also at 5 p.m. on Wednesdays.

Dover to Ostend—The Princess Alice, Violet, Garland Vivid, Undine, or (Onyx, repairing,) every Tuesday, Wednesday, Friday, and Saturday, 1½ to 10 a.m. Cabin 15s., Children 8s.; and Deck 4s.

Dover to Boulogne—The Onyx, Princess Alice, Dover, Violet. Garland, Vivid or Widgeon, daily, (Sundays excepted) at 11 p.m. Cabin 8s., and children 4s. & Deck 4s.

Alphabetical List of the Sailing of Steamers.

ENGLAND AND WALES.

Bangor, Beaumaris, and Carnarvon to Liverpool—The Prince of Wales—every Monday, Wednesday, and Friday at 10 a.m. The Cambria—average passage 4 to 5 hours—Every Tuesday, Thursday, and Saturday, at 9 a.m.

Barton to Hessle—Daily, at 8 and 9 50 a.m.; 1, 2¾, and 4¾ p.m. On Sundays, at 8 and 9 50 a.m.; 2 and 4¾ p.m.

Barton to Hull—Week days, at 9 and 11½ a.m.; 2 and 7 p.m. Sundays at 9 a.m. and 8 p.m.

Berwick to London—A Clipper Schooner every Saturday at high water.

Berwick to Newcastle—The Eclipse—Every Tuesday and Friday, at 8 a.m., in connexion with the Hull and London Traders.—Fares, 2s. and 1s.; Steward's fee for first cabin, 6d.

Fridgewater to Swansea—Sept. 2nd, 8 p.m.; 9th, 2½ p.m.; 16th, 8 p.m.; 23rd, 2½ p.m.; 30th, 7½ p.m. Fares, 8s. and 4s.

Brigg to Hull—daily (except Sunday.)

Brighton to Dieppe—The Menai—From the Railway Terminus, Kingston Wharf, Shoreham Harbour, calling (during daylight and weather permitting) at Brighton Pier one hour afterwards—Sep. 2nd, 3 p.m; 4th, 3½ p.m.; 6th, 5½ p.m.; 7th, 7 p.m.; 9th, 9 a.m.; 11th, 10½ a.m.; 13th, 12 noon; 14th, 12½ p.m. Fares 15s. and 10s.; Children under 10 half price.

Bristol to Cardiff—The Prince of Wales or Star—Sept. 1st, 7½ a.m.; 2nd, 8 a.m.; 4th, 9 a.m.; 5th, 9½ a.m; 6th, 10 a.m.; 7th, 11 a.m.; 8th, 1 p.m.; 9th, 2½ p.m.; 11th, 4½ p.m; 12th, 5 p.m.; 13th, 5½ a.m.; 14th, 6½ a.m.; 15th, 7 a.m.; 16th, 7½ a.m.; 18th, 9 a.m.; 19th, 9½ a.m.; 20th, 10½ a.m.; 21st, 11⅔ a.m., 22nd, 1¼ p.m.; 23rd, 2½ p.m.; 25th, 5 a.m.; 26th, 5 a.m.; 27th, 5½ a.m.; 28th, 6 a.m.; 29th, 6½ a.m.; 30th, 7 a.m.

Bristol to Carmarthen—Phœnix—Sept. 1st, 8 a.m.; 8th, 1 p.m.; 15th, 7 a.m.; 22nd, 1 p.m.; 29th, 7 a.m.—The Talbot, from Bathurst Basin, calling at Tenby—Sept. 5th, 10½ p.m.; 13th, 6 a.m.; 19th, 10½ p.m.; 27th, 6 a.m. Fares, 12s. 6d. and 6s.; Children, 4s. From Tenby, 3s. and 2s.

Bristol to Cork—The Juverna or Sabrina,—Sept. 2nd, 8 a.m.; 5th, 10 a.m.; 9th, 2 p.m.; 12th, 4 p.m.; 16th, 8 a.m.; 19th, 10 a.m.; 23rd, 2½ p.m.; 26th, 4½ p.m.; 30th, 7 a.m. Fares, £1 12s. 6d. and 10s.

Bristol to Dublin—Shamrock—Average passage, 24 hours.—Sept. 1st, 8 a.m.; 9th, 3 p.m.; 15th, 7 a.m.; 22nd, 1 p.m.; and 29th, 7 a.m.—Fares, £1 5s., and 10s.

Bristol to Hayle—The Cornwall—Sept. 1st, 8½ a.m.; 8th, 1½ p.m.; 15th, 7 p.m.; 22nd, 1 p.m.; 29th, 6½ p.m. The Brilliant—calling off Ilfracombe and St. Ives, Sept. 4th, 10 a.m.; 11th, 4½ p.m.; 18th, 10 a.m.; 25th, 4½ p.m. Fares, from Bristol or Ilfracombe, 10s., 7s., and 5s. The Express—Sept. 12th, 4 p.m.; 19th, 9½ p.m.; 26th, 4 p.m.

Bristol to Ilfracombe—The Torridge—Sept. 1st, 8 a.m.; 5th, 10 a.m.; 8th, 1 p.m.; 12th, 5½ a.m.; 15th, 7 a.m.; 19th, 10 a.m.; 22nd, 1 p.m.; 26th, 5½ a.m.; 29th, 7 a.m.

Bristol to Liverpool—from Cumberland Basin—The Troubadour, calling at Swansea—Sept. 5th, 10 a.m.; 12th, 5½ a.m.; 19th, 10 a.m.; 26th, 6 a.m. Fares to Liverpool, 17s. 6d. and 5s.

Bristol to Milford, Pater, and Haverfordwest—The Osprey—Sept. 5th, 10 a.m.; 12th, 5½ a.m.; 19th, 10 a.m.; 26th, 6 a.m.

Bristol to Neath—from Bathurst Basin—Sept. 2nd, 8½ a.m.; 5th, 10½ p.m.; 9th, 2 a.m.; 13th, 6 a.m.; 16th, 8 a.m.; 19th, 11 a.m.; 23rd, 3 a.m.; 27th, 6 a.m.; 30th, 7½ a.m.—Fares, 7s. 6d. and 4s.

Bristol to Newport—The Avon or Severn—Average passage, under 2 hours—Sept. 1st, 7½ a.m.; 2nd, 8 a.m.; 4th, 9 a.m.; 5th, 9½ a.m.; 6th, 10 a.m.; 7th, 11 a.m.; 8th, 1 p.m.; 9th, 2½ p.m.; 11th, 4 p.m.; 12th, 5 p.m.; 13th, 6 a.m.; 14th, 6 a.m.; 15th, 7 a.m.; 16th, 7½ a.m.; 18th, 9 a.m.; 19th, 9½ a.m.; 20th, 10½ a.m.; 21st, 11½ a.m.; 22nd, 1 p.m.; 23rd, 2½ p.m.; 25th, 4 p.m.; 26th, 6 a.m.; 27th, 6 a.m.; 28th, 6½ a.m.; 29th, 7 a.m.; 30th 7 a.m.—Fares, 3s. and 1s. 6d.; to and fro' same day, 4s. and 2s. The Lady Charlotte or Usk—Sept. 1st, 8 a.m.; 2nd, 8½ a.m.; 4th, 9½ a.m.; 5th, 10 a.m.; 6th, 10½ a.m.; 7th, 11½ a.m.; 8th, 1 p.m.; 9th, 2 p.m.; 11th, 4 p.m.; 12th, 4 p.m.; 13th, 6 a.m. and 5½ p.m.; 14th, 6½ a.m. and 5½ p.m.; 15th, 7½ a.m.; 16th, 8 a.m.; 18th, 9½ a.m.; 19th, 10 a.m.; 20th, 11 a.m.; 21st, 12 noon; 22nd, 1 p.m.; 23rd, 2½ p.m.; 25th, 3½ p.m.; 26th, 4½ p.m.; 27th, 6 a.m. and 4½ p.m.; 28th, 6½ a.m.; 29th, 7 a.m.; 30th, 7½ a.m.

Bristol to Padstow—The Express—Sept. 5th, 10½ a.m.; 16th, 7½ p.m.; 23th, 3 p.m.

Bristol to Port Talbot—The Talbot, from Bathurst Basin, calling at the Mumbles—Sept. 2nd, 8¾ a.m.; 9th, 3 a.m.; 16th, 8 a.m.; 23rd, 3 a.m.; 30th, 8 a.m.—Fares, 7s. 6d. and 4s.

Bristol to Swansea—The Lord Beresford or County—Sept 1st, 8 a.m.; 2nd, 9 a.m.; 5th, 10 a.m.; 6th, 10½ a.m.; 7th, 1 a.m.; 8th, 1 p.m.; 9th, 2½ a.m.; 12th, 5 a.m.; 13th, 6½ a.m.; 14th, 6½ a.m.; 15th, 8 a.m.; 16th, 8 a.m.; 19th, 10½ a.m.; 20th, 10½ a.m.; 21st, 1 a.m.; 22nd, 1½ p.m.; 23rd, 3 a.m.; 26th, 5½ a.m.; 27th, 6 a.m.; 28th, 6½ a.m.; 29th, 7 a.m.; 30th, 8 a.m.

Bristol to Tenby—Osprey or Phœnix—Sep. 1st, 8 a.m.; 5th, 10 a.m.; 8th, 1 p.m.; 12th, 5½ a.m.; 15th, 7 a.m.; 19th, 10 a.m.; 22nd, 1 p.m.; 26th, 6 a.m.; 29th, 7 a.m.

Bristol to Waterford—Victory or Rose.—Sep. 1st, 8 a.m.; 5th, 10 a.m.; 8th, 1 p.m.; 12th, 4½ p.m.; 15th, 7 a.m.; 19th, 10 a.m.; 22nd, 1 p.m.; 26th, 4½ p.m.; 29th, 7 a.m.

Cardiff to Bridgewater—Sep. 1st, 7 a.m.; 8th, 12 noon; 15th, 7 a.m.; 22nd, 1 p.m.; 29th, 6½ a.m.; Fares, 4s. and 2s.

Cardiff to Bristol—Prince of Wales or Star—Sep. 1st, 6 a.m.; 2nd, 6½ a.m.; 4th, 7½ a.m.; 5th, 8 a.m.; 6th, 8½ a.m.; 7th, 9½ a.m.; 8th, 11½ a.m.; 9th, 1 p.m.; 11th, 2½ p.m.; 12th, 3½ p.m.; 13th, 4 p.m.; 14th, 5 a.m.; 15th, 5½ a.m.; 16th, 6 a.m.; 18th 7 a.m.; 19th, 8 a.m.; 20th, 8½ a.m.; 21st, 10 a.m.; 22nd, 11½ a.m.; 23rd 1 p.m.; 25th, 2½ p.m.; 26th, 3½ p.m.; 27th, 4 p.m.; 28th, 5 a.m.; 29th, 5 a.m.; 30th, 5½ a.m.

Carmarthen to Bristol—The Phœnix.—Sep. 5th, 9 a.m.; 12th, 3½ a.m.; 19th, 8½ a.m.; 26th, 4 a.m.; The Talbot, calling at Tenby—Sep. 7th, 11½ a.m.; 15th, 6¾ a.m.; 21st, 11½ a.m.; 29th, 6½ a.m.—Fares, 12s. 6d. and 6s.

Cowes, Isle of Wight, to Portsmouth—week days, at 10 a.m., 12 noon; 2 10, 3 40 and 6½ p.m. Sundays, at 10 a.m. and 3 40 p.m.

Cowes, Isle of Wight, to Ryde—week days, at 10 a.m., 12 noon; 2 10, 3 40, and 6½ p.m. Sundays, at 10 a.m., and 3 40 p.m.

Cowes, Isle of Wight, to Southampton—week days, at 7, 8 50, 10 40 a.m.; 12¾, 3 40, 6½, and 8¾ p.m. Sundays, at 7 20 and 10 40 a.m.; 3 40 and 8¾ p.m.

Deal to Dover—Daily (Sundays excepted). Fare 1s. 6d.

Deal to London—Daily (Sundays excepted), at 9½ a.m., calling at North Woolwich Pier; in connexion with Eastern Counties Railway. Fares 6s. and 5s. Children 3s.

Deal to Ramsgate—Daily (Sunday excepted) Fares 1s. 6d.

Douglas, Isle of Man, to Fleetwood—The Fenella, every Monday, Wednesday, and Friday, at 8½ a.m. Fares, 6s. and 3s.

Douglas, Isle of Man, to Kingstown—Every Wednesday afternoon. Fares 10s. 6d. and 5s.

Douglas, Isle of Man, to Liverpool—The Royal Mail Packets—Tynwald, or Ben-my-Chree, daily, at 9 a.m., until the 16th September, after which date, on Tuesdays, Thursdays, and Saturdays, at 9 a.m. Fares, 6s. 6d. and 3s.—The Mona's Isle—Sep. 5th, 4 p.m.; 12th, 10 p.m.; 19th, 4 p.m.; 26th, 10 p.m. Fares, 6s. 6d. and 3s.

Douglas, Isle of Man, to Whitehaven—Every Tuesday afternoon. Fares, 7s. 6d. and 4s.

Dover to Boulogne—Sep. 4th, 12½ p.m.; 11th, 7 a.m.; 18th, 12 20 p.m.; 25th, 7 20 a.m. Her Majesty's Mail Packets.—See page 121.

Dover to Calais.—Daily, (Sundays excepted) at 3 p.m. The South Eastern and Continental Steam Packet Company's Steamers—Sep. 1st, 10½ a.m.; 2nd, 11¾ a.m.; 3rd, 11⅔ a.m.; 4th, 12¼ p.m.; 5th, 1 p.m.; 6th, 1⅔ p.m.; 7th, 2⅔ p.m.; 8th, 4 p.m.; 9th, 5½ p.m.; 10th, 6 a.m.; 11th, 6¾ a.m.; 12th, 7½ a.m.; 13th, 8¼ a.m.; 14th, 9 a.m.; 15th, 9¾ a.m.; 16th, 10½ a.m.; 17th, 11¼ a.m.; 18th, 12 noon; 19th, 1 p.m.; 20th, 1⅔ p.m.; 21st, 3 p.m. 22nd, 4¼ p.m.; 23rd, 7½ a.m.; 24th, 6 a.m., 25th, 7 a.m.; 26th, 7½ a.m.; 27th, 8¼ a.m.; 28th, 9 a.m., 29th, 9½ a.m.; 30th, 10 a.m.

Dover to Deal—Daily (Sundays excepted). Fare 1s. 6d.

Dover to London—Daily (Sundays excepted), at 9 a.m., calling at North Woolwich Pier; in connexion with Eastern Counties Railway. Fares, 6s. and 5s.; children 3s.

Dover to Ostend—Sep. 1st, 2nd, and 3rd, 12 5 a.m.; 4th, 12½ a.m.; 5th, 1 a.m.; 6th, 1⅔ a.m.; 7th, 2¼ a.m.; 8th, 4 a.m; 9th, 5 a.m.; 10th 6 a.m.; 11th, 7 a.m.; 12th, 12 5 a.m.; 13th, 1 a.m.; 14th, 1½ a.m.; 15th, 2 a.m.; 16th, 17th, and 18th, 12 5 a.m.; 19th, 1 a.m.; 20th, 1⅔ a.m.; 21st, 2½ a.m.; 22nd, 4 a.m.; 23rd, 5 20 a.m.; 24th, 6 a.m.; 25th, 7 a.m.; 26th, 12 5 a.m.; 27th, 12⅔ a.m.; 28th, 1½ a.m.; 29th, 2 a.m.; 30th, 12 5 a.m. Fares, Fore Cabin 15s., Deck 8s. For further information respecting mails, see page 121.

Dover to Ramsgate—Daily (Sundays excepted). Fare 2s. 6d.

East Cowes to Southampton—week days, at 8 40 and 10½ a.m.; 12 35, 3 20, and 6 20 p.m. Sundays, at 7½ a.m. and 3½ p.m.

Falmouth to Rio Janeiro—Her Majesty's Mail sailing Packets Swift, Penguin, Peterel, Sea Gull, Crane, and Express, sail alternately on the 6th of each month, (except when the 4th falls on Sunday, then on the 7th). From August to January inclusive, calling at Pernambuco & Bahia on her outward passage, and the other six months on her homeward.

Fleetwood to Belfast—The Prince of Wales or Princess Alice—Average passage 10 hours—Sep. 1st, 10 p.m.; 4th, 6th, 8th, and 11th, 7 p.m.; 13th, 8 p.m.; 15th, 9 p.m.; 18th, 11 p.m.; 20th, 22nd, and 25th, 7 p.m.; 27th, 7½ p.m.; 29th, 8½ p.m.—Fares, Saloon, 15s.; Fore Cabin 10s.; Deck, 3s.

Fleetwood to Douglas, Isle of Man—The Fenella—every Tuesday and Thursday, at noon, and every Saturday, at 2 p.m.—Fares 6s. and 3s.

Folkestone to Boulogne—The South Eastern and Continental Co.'s Steam Ships—Average passage 2 hours—Sep. 1st, 11½ a.m. and 11 p.m.; 2nd, 1¼ p.m. and 11½ p.m.; 3rd, 1¼ p.m. and 12 night; 4th, 1½ p.m.; 5th, 3 a.m. and 3 p.m.; 6th, 3½ a.m. and 3 p.m.; 7th, 4 a.m. and 3 p.m.; 8th, 5 a.m. and 4 p.m.; 9th, 6 a.m. and 4½ p.m.; 10th, 7 a.m. and 7½ p.m.; 11th, 7½ a.m. and 7¼ p.m.; 12th, 7½ a.m. and 8 p.m.; 13th, 8 a.m. and 11 p.m.; 14th, 9 a.m. and 11 p.m.; 15th, 11½ a.m. and 11 p.m.; 16th, 11½ a.m. and 11 p.m.; 17th, 1¼ p.m. and 11½ p.m.; 18th, 1½ p.m.; 19th, 2 a.m. and 3 p.m.; 20th, 3 a.m. and 3 p.m.; 21st, 4 a.m. and 3 p.m.; 22nd, 5 a.m. and 5½ p.m.; 23rd, 6 a.m. and 7¼ p.m.; 24th, 7 a.m. and 7½ p.m.; 25th, 7 a.m. and 7½ p.m.; 26th, 7½ a.m. and 8 p.m.; 27th, 8¼ a.m. and 11 p.m.; 28th, 11½ a.m. and 11 p.m.; 29th, 11½ a.m. and 11 p.m.; 30th, 11½ a.m. and 11 p.m.—Fares, 8s. and 6s.; Children, 4s.

Fleetwood to Glasgow, via Troon—Royal Consort or Her Majesty—Sep. 1st, 10 p.m.; 4th, 6th, 8th, and 11th, 7 p.m.; 13th, 8 p.m.; 15th, 9 p.m.; 18th, 11 p.m.; 20th, 22nd, and 25th, 7 p.m.; 27th, 7½ p.m.; 29th 8½ p.m. Fares, 12s. 6d. and 4s.

Fleetwood to Ulverston, via Piel Pier—The James Dennistoun or Helvellyn, daily, (Sundays excepted), at 9 a.m. and 1 p.m. Fares, 2s. 6d. and 2s.

Gainsborough to Hull—The Gainsborough Steam Packet Co.'s vessels—daily, at 8½ a.m.—The Hull Steam Packet Co.'s vessels four days a week.

Gloucester to Cardiff—Sep. 6th, 6 p.m.; 13th, 3 p.m.; 20th, 6 p.m.; 27th, 2½ p.m. Fares 4s. & 2s.

Gloucester to Swansea—Average passage 12 hours,—The Henry Southan—Sep, 5th, 5½ a.m.; 7th, 7 p.m.; 12th, 1½ a.m.; 14th, 3½ p.m.; 19th, 6 a.m.; 21st, 8 p.m.; 26th, 2 a.m.; 28th, 3½ p.m. Fares, 8s. and 4s.

Gosport to Ryde, Isle of Wight—Week days, at 7 20, 8 20, 10, and 11 10 a.m.; 12¼, 1 20, 2 50, 5¼ and 6½ p.m. Sundays, at 7 and 9 a.m., 2½ and 6 p.m.

Granville to Jersey—Every Friday evening or Saturday Morning, according to tide.—Fares 7s. 6d. & 5s.

Gravesend to London—from Town Pier—The Diamond Co.'s Steamers—Week days at 7¾ a.m.; 4½, 5½, 6, 6½, 7, and 7½ p.m. (Sundays included.) Fares to London, 1s. 4d. and 1s. All the vessels call at Erith, and the 7¾ a.m., 4½, 6, and 7½ p.m. call at Rosherville.

Grimsby to Hull—daily, about two hours before high water.

Haverfordwest to Bristol—The Osprey—Sep. 1st, 8 a.m.; 8th, 12½ p.m.; 15th, 7½ a.m.; 22nd, 1 p.m. 29th, 7 a.m.

Harwich to Ipswich—Three and four days a week, according to tide.

Hayle to Bristol—The Cornwall—Sep. 5th, 8½ a.m.; 12th, 2 p.m.; 19th, 8½ a.m.; 26th, 2 p.m. The Express—Sep. 1st, 4 p.m.; 15th, 3½ p.m.; 22nd, 10 a.m.; 29th, 3 p.m, The Brilliant, calling off Ilfracombe and St. Ives—Sep. 7th, 9 p.m.; 14th, 2½ p.m.; 21st, 9 p.m.; 28th, 2½ p.m.; Fares from Bristol or Ilfracombe, 10s., 7s., and 5s.

Herne Bay to London—Average passage 5 hours—The City of Canterbury or Herne,—Week days, at 11 a.m.; Sundays, at 3¾ p.m. An extra packet on Mondays, at 7½ a.m. The Prince of Wales or Royal William—every Tuesday, Thursday and Saturday at 11¾ a.m. Sundays, at 3¾ p.m.—Fares 7s., 6s., and 4s.

Hessle to Barton—Week days at 9 and 10¾ a.m., 1½, 3¼, and 6¼ p.m. Sundays at 9 and 10¾ a.m., 3¼ and 6¼ p.m.

Holyhead to Dublin—Her Majesty's Mail Packets—See page 121.

Hull to Aberdeen—A fast-sailing Clipper Schooner every Wednesday.

Hull to Antwerp—Every Saturday, as soon after 6 p.m. as the tide permits.—Fares, £1 1s. and 12s. 6d.

Hull to Barton—Week days at 6¾ and 10½ a.m., 12½ and 4 p.m. Sundays at 8 a.m. and 2½ p.m.

Hull to Brigg—Daily (Sundays excepted,) at 3 p.m.

Hull to Copenhagen and St. Petersburgh—The Victoria—Monthly. The Rob Roy—From the 8th to the 12th of September.

Hull to Gainsborough—The Gainsborough Steam Packet Co.'s vessels, daily, 3 hours before high water. The Hull Steam Packet Co.'s Vessels, 4 days a week.

Hull to Grimsby—daily, from a quarter to half an hour before high water.

Hull to Hamburgh—The Helen Mac Gregor or Queen of Scotland—One of these vessels is *intended* to sail every Saturday, as soon after 6 p.m. as the tide permits. Fares, £2 and £1. The Lion or Transit—every Wednesday as soon after 6 p m. as the tide permits. Fares £1 and 10s.

Hull to Ipswich—The Cambridge—Every Tuesday. Average passage 20 hours. Fares 10s. 6d, and 6s.

Hull to Edinburgh (Leith Pier)—The Glenalbyn, or Brilliant—Average passage 20 to 24 hours—Sep. 2nd, 7 p.m.; 6th, 1 p.m.; 9th, 1 p.m.; 13th, 4 p.m.; 16th, 6 p.m., 20th, 1 p.m.; 23rd, 2 p.m.; 27th, 4 p.m.; 30th, 6 p.m. Fares, 12s. 6d. and 7s. 6d. Steward's fee, 2s.

Hull to London—The General Steam Navigation Company's Steamers Waterwitch, or Vivid.—every Tuesday and Saturday, at 3 p.m.—Fares, 17s. 6d. and 10s. The Hull Steam Packet Company's Steamers—every Monday, Wednesday, and Friday, at 3 p.m. Fares, 12s. 6d. and 7s.

Hull to Lynn—The Lord Nelson—Average passage 10 hours—Sep. 5th, 11 p.m.; 12th, 7 p.m.; 19th, 11 p.m.; 26th, 7 p.m. Fares 7s. 6d. and 4s. The Cambridge—Sep. 1st, 8 p.m.; 9th, 3 a.m.; 15th, 7 p.m.; 23rd, 3 a.m.; 29th, 7 p.m. The Jupiter, from the Humber Dock,—Sep. 1st, 8 p.m.; 9th, 3 a.m., 15th, 7 p.m.; 23rd, 3 a.m.; 29th, 7 p.m. Fares 7s. 6d. and 4s.

Hull to Newcastle—The Neptune—every Wednesday, at 7 a.m. Fares, 4s. and 2s.

Hull to New Holland—Week days, 5 20, 8½, 9½, 10½ and 11¾ a.m.; 12¾, 2, 3¼, 5, 6½, and 8 p.m. Sundays—8¼ a.m.; 1, 2, 4, and 5½ p.m.

Hull to Rotterdam—The Sea Gull—every Wednesday, as soon after 3½ p.m. as the tide permits. Fares, £1 12s. 6d. and 15s.—Out and Home, (first cabin) £2 10s.

Hull to Thorne—Daily, (Sundays excepted) about 3 hours before high water.

Hull to Yarmouth—The Hull Steam Packet Co.'s Vessels every Wednesday.—Fares, 8s. and 5s. The Albatross—Average passage 15 hours—Sep. 1st, 5 p.m.; 8th, 9 p.m., 15th, 4 p.m.; 22nd, 9 p.m.; 29th, 4 p.m. Fares 13s. and 8s.

Hull to Wisbeach—The Forager—average passage 11 hours—every Thursday afternoon. Fares, 7s. 6d. and 4s.

Ilfracombe to Bristol—The Torridge—Sep. 4th, 10 a.m.; 6th, 11 a.m.; 11th, 5 a.m.; 13th, 7 a.m.; 18th, 10 a.m.; 20th, 11½ a.m.; 25th 5 a.m.; 27th, 7 a.m.

Ilfracombe to Swansea—The Beresford, County, Bristol, or Lady Charlotte—Sept.1st, 11 a.m.; 4th, 1 p.m.; 6th, 1 p.m.; 8th, 4 p.m.; 11th, 8 a.m.; 13th, 2 p.m.; 15th, 3½ p.m.; 18th, 11 a.m.; 20th, 1 p.m.; 22nd, 4 p.m.; 25th, 8½ a.m.; 27th, 2 p.m.; 29th, 3½ p.m.

Ipswich to Harwich—The River Queen—Daily—Fares, 1s., and 9d.

Ipswich to Hull—The Cambridge—every Friday.—Average passage 20 hours.—Fares, 10s. 6d. & 6s.

Ipswich to London—Calling off Harwich, Walton-on-the-Naze, &c.—Every Tuesday and Friday, at 8½ a.m. Fares, 5s. and 3s. Children 1s. 6d.

Jersey to Granville—Every Friday.—Fares 7s. 6d. and 5s.

Jersey and Guernsey to Poole—The Royal Mail Packets, every Wednesday at 3 p.m.; and every Saturday at 8 a.m.—Fares 21s. and 14s.

Jersey and Guernsey to Southampton—The Royal Mail Packets, every Monday, Wednesday, and Friday, at 8 a.m.; and every Thursday at 3 p.m.—Fares, 21s. and 14s.

Jersey and Guernsey to Torquay and Plymouth—The Brunswick—Every Tuesday; leaving Jersey at noon and Guernsey at 5 p.m. Fares: to Jersey, 21s., 14s., and 8s.; to Guernsey, 18s. 12s., and 7s.; to Torquay, 7s. 6d. and 4s.

Jersey to St. Malo—Every Tuesday at 2 p.m. Fares 7s. 6d. and 5s.

Lancaster to Liverpool—The Duchess of Lancaster—Sept. 1st, 12½ p.m.; 5th, 3½ p.m.; 12th, 10 a.m.; 16th, 12 noon; 22nd, 6½ a.m.; 26th, 10 a.m.; 30th, 12 noon.—Fares, 3s. and 2s. The Kendal Castle Schooner, from Glasson Dock, once a week.

Liverpool to America:—

The Mail Steamers sail every Saturday, for Boston and New York alternately. Fares, including provisions, but without Wines or Liquors, which can be obtained on board, 39 guineas.

New York—The Sarah Sands—September 8th. Cabin Fare 25 guineas; Second Cabin 14 guineas, (Wines and Liquors excluded); Second Cabin, with ship allowance according to law, 8 guineas. Sailing Vessels—Sept. 1st, the Fidelia; 6th, the Hottinguer; 11th, the Roscius; 21st, the Ashburton. The Black Star Line of Packets weekly.

Philadelphia—The sailing Vessel William Penn, Sep. 26th.

Liverpool to Beaumaris, Bangor, and Carnarvon—The Prince of Wales, from Prince's Pier Head—every Tuesday, Thursday, and Saturday, at 11 a.m. The Cambria—Average passage 4 to 5 hours.—Every Monday, Wednesday, and Friday, at 11 a.m.

Liverpool to Belfast—The Blenheim, from Clarence Dock—Sept. 2nd, 11½ p.m.; 7th, 5 p.m.; 12th, 9 p.m.; 16th, 11 p.m.; 21st, 5 p.m.; 26th, 9 p.m.; 30th, 11 p.m. The Windsor, Sept. 5th, 3 p.m.; 9th, 8 p.m.; 14th, 11½ p.m.; 19th, 2 p.m.; 23nd, 7 p.m.; 28th, 11½ p.m.

Liverpool to Bristol—The Troubadour—(calling at Milford) from Trafalgar Dock—Sept. 2nd, 12 noon; 9th, 7 a.m.; 16th, 11 a.m.; 23th, 7 a.m. 30th, 11 a.m. Fares, 17s. 6d. and 5s.

Liverpool to Cork—The Nimrod—Average passage 24 hours.—Sept. 5th, 3 p.m.; 13th, 10 a.m.; 19th, 3 p.m.; 27th, 10 a.m. Fares 27s. 6d. and 10s.

Liverpool to Douglas, Isle of Man—The Royal Mail Steam Packets, Tynwald, or Ben-my-Chree, from Prince's Pier-head—daily (except Sunday), until the 16th Sept., at 11 a.m.; after which date, from George or Prince's Pier head; every Monday, Wednesday, and Friday, at 11 a.m. Fares, 6s. 6d. & 3s. The Mona's Isle—from the Clarence Basin—Sept. 4th, 2p.m.; 11th, 9 p.m.; 18th, 2 p.m.; 25th, 9 p.m. Fares 6s. 6d. & 3s.

Liverpool to Drogheda—The Drogheda Steam Packet Company's Vessels—Sept. 1st, 11 a.m.; 2nd, 12 noon; 4th, 2 p.m.; 5th, 2 p.m.; 6th, 3 p.m.; 7th, 4 p.m.; 8th, 5 p.m.; 9th, 6 p.m.; 11th, 8 p.m.; 12th, 8 p.m.; 13th, 9 p.m; 14th, 10 p.m.; 15th, 11 a.m.; 16th, 12 noon; 18th, 1 p.m.; 19th, 2 p.m.; 20th, 3 p.m.; 21st, 4 p.m.; 22nd, 5 p.m.; 23rd, 6 p.m.; 25th, 7 p.m.; 26th, 8 p.m.; 27th, 9 p.m.; 28th, 10 p.m.; 29th, 11 a.m.; 30th, 12 noon. Fares 10s. and 5s.

Liverpool to Dublin—The City of Dublin Steam Packet Company's Mail Steamers, The Prince, Princess, Iron Duke, and Trafalgar sail alternately every evening, at seven o'clock, from George's Pier Head, with the mails and cabin passengers only, to Kingstown Harbour; also the Company's Cargo vessels, from Clarence Dock, as follow—Sept. 1st, 10 p.m.; 2nd and 4th, 1 p.m.; 5th, 2 p.m.; 6th, 3 p.m.; 7th, 4 p.m.; 8th, 6 p.m.; 9th, 7 p.m.; 11th, 8 p.m.; 12th and 13th, 9 p.m.; 14th, 15th, and 16th, 10 p.m.; 18th, 1 p.m.; 19th, 2 p.m., 20th, 3 p.m.; 21st, 4 p.m.; 22nd, 5 p.m.; 23rd, 7 p.m.; 25th, 8 p.m.; 26th, 9 p.m.; 27th, 9 p m.; 28th, 29th, and 30th, 10 p.m.

Liverpool to Dundalk—The Pride of Erin or Dundalk—from Clarence Dock Basin—Average passage 11½ hours—Sept. 2nd, 12 noon; 5th, 2 p.m.; 7th, 4 p.m.; 9th, 7 p.m.; 12th, 9 p.m.; 14th, 10 p.m.; 16th, 11½ a.m.; 19th, 2 p.m.; 21st, 4 p.m.; 23rd, 7 p.m.; 26th, 9 p.m.; 28th, 11 a.m.; 30th, 12 noon.—Fares 12s. 6d. and 5s.

Liverpool to Garliestown—The Countess of Galloway—Average passage 8 to 9 hours—Sept. 4th 12 night; 21st, 5 p.m.

Liverpool to Greenock and Glasgow—see Page 100.

Liverpool to Havre—The Schooner Blarney—once a month—Fares, £2 2s. 6d., and 15s. 6d.

Liverpool to Kirkcudbright—The Countess of Galloway—Average passage 8 to 9 hours—Sept. 7th, 5 p.m.; 14th, 10 p.m.; 18th, 12 night; 25th, 9 p.m.

Liverpool to Lancaster—The Duchess of Lancaster, from Clarence Dock—Sept. 3rd, 2 a.m.; 9th, 7½ a.m.; 14th, 12 night; 20th, 3½ a.m.; 24th, 9 a.m.; 28th, 12 night.—Fares, 3s. and 2s. The Kendal Castle Schooner, from Canning Dock, once a week.

Liverpool to Londonderry—calling off Port Rush—The Maiden City or John Munn—Every ——— (day not fixed) and Friday, early tide.

Liverpool to Maryport—The Royal Victoria—Sept. 5th and 19th, 2 a.m.—Fares, 8s. and 3s. 6d.

Liverpool to Mostyn—The Vesta—from Prince's Pier Head—Sept. 1st, 9½ a m.; 2nd, 10½ a.m.; 4th, 11½ a.m.; 5th, 12 noon; 6th, 1 p.m.; 7th, 3 p.m.; 8th, 4 p.m.; 9th, 5 p.m.; 12th, 6½ a.m.; 13th, 7 a.m.; 14th, 8 a.m.; 15th, 8½ a.m.; 16th, 9 a.m.; 18th, 10½ a.m.; 19th, 11½ a.m.; 20th, 1 p.m.; 21st, 2½ p.m.; 22nd, 3 p.m.; 23rd, 4½ p.m.; 26th, 7 a.m.; 27th, 7½ p.m.; 28th, 8 a.m.; 29th, 8½ a.m.; 30th, 9 a.m.—Fares, 2s. 6d. and 1s. 6d.

Liverpool to Newry—The Sea Nymph or Hercules—Sept. 2nd, 12 noon; 5th, 3 p.m.; 7th, 4 p.m.; 9th, 7½ p.m.; 12th, 9 p.m.; 14th, 11 a.m.; 16th, 12 noon; 19th, 3 p.m.; 21st, 4 p.m.; 23rd, 7 p.m.; 26th, 9 p.m.; 28th, 11 a.m.; 30th, 11 a.m.—Fares, 12s. 6d. and 5s.

Liverpool to Piel Pier, near Ulverston—The Zephyr, from Prince's Pier, every Wednesday and Saturday, at 8 a.m.—Fares 6s. and 4s.

Liverpool to Port Carlisle—The Cumberland, calling off Whitehaven—Sept. *5th, 5 a m.; *7th, 7 p.m.; 11th, 10 p.m.; *19th, 5 a.m.; *21st, 8 p.m; 25th, 10 p.m.—Fares 8s. and 3s. On the days marked thus (*) the vessel sails from South Pier-head, Clarence Dock.—The Royal Victoria, calling off Whitehaven—Sept. 7th, 4 p.m.; 11th, 8 p.m.; 14th, 10 p.m.; 21st, 4 p.m.; 25th, 8 p.m.; 28th, 10 p.m. Fares: to Port Carlisle, 8s. and 3s.; to Whitehaven, 6s. and 2s. 6d.

Liverpool to Ramsay, Isle of Man—from George or Prince's Pier Head—Sept. 7th, 5 p.m.; 14th, 11 a.m.; 21st, 5 p.m.; 28th, 11 a.m.; 29th, 1 p.m.—Fares, 6s. 6d. and 3s.

Liverpool to Rhyl—The Taliesin—Sept. 1st, 8½ a.m.; 2nd, 8½ a.m.; 5th, 10½ a.m.; 7th, 12½ noon; 9th, 2½ p.m.; 12th, 6½ a.m.; 14th, 7½ a.m.; 16th, 8 a.m.; 19th, 10 a.m.; 21st, 12½ noon; 23rd, 2½ p.m.; 26th, 6½ a.m.; 28th, 7 a.m.; 30th, 8 a.m. The Vale of Clwyd—Sept. 2nd, 9 a.m.; 5th, 11 a.m.; 7th, 1 p.m.; 9th, 3½ p.m.; 12th, 6 a.m.; 14th, 7 a.m.; 16th, 8½ p.m.; 19th, 11 a.m.; 21st, 1½ p.m.; 23rd, 3½ p.m.; 26th, 6 a.m.; 28th, 7 a.m.; 30th, 8 a.m.

Liverpool to Waterford—The William Penn, from Clarence Dock—Sept. 5th, 2 p.m.; 12th, 9 a.m.; 19th, 2 p.m.; 26th, 9 a.m. Fares, 22s. 6d. and 7s. 6d.

Liverpool to Wexford—The Town of Wexford—From Trafalgar Dock—Sept. 5th, 2 p.m.; 12th, 8½ a.m.; 19th, 2 p.m.; 26th, 8½ a.m. Fares, 12s. 6d. and 7s. 6d.

Liverpool to Whitehaven—The Queen or Earl of Lonsdale, from South Clarence Pier—Sept. 2nd, 3 p.m.; 4th, 5 p.m.; 7th, 7½ p.m.; 9th, 10 a.m.; 11th, 12 noon; 14th, 2 p.m., 16th, 2½ p.m.; 18th, 4½ p.m.; 21st, 7 p.m.; 23rd, 10 a.m; 25th, 12 noon; 28th, 2 p.m.; 30th, 2½ p.m.—Fares 8s. and 3s. 6d.

Liverpool to Wigtown—The Countess of Galloway—Average passage 8 to 9 hours—Sept. 11th, 9 p.m.; 28th 10 p.m.

Liverpool to Youghal—The Blarney—Sept. 9th, 7 a.m.; 20th, 4 p.m.; 30th, 12 noon.

London to Aberdeen—The Earl of Aberdeen, or City of London—from Aberdeen Steam Wharf, 257, Wapping—Sept. 2nd, 12 noon; 9th, 6 p.m.; 16th, 11 a.m.; 23rd, 6½ p.m.; 30th, 11 a.m. Fares, £3 and £1 16s. 6d.

London to Amsterdam—The Adonis, every Saturday.

London to Antwerp—The Antwerpen, from St. Katharine's Wharf—Every Sunday, at 9 a.m.—Sea passage 7 hours—Fares, £2 10s. and £1; Children under 10 years, half price. The General Steam Navigation Co.'s Vessel, Soho, from Brunswick Wharf, Blackwall—Every Thursday, at 10 a.m.—Fares £2 2s. and £1 12s. 6d.; Children under 10 years, half price.

London to Belfast—The Erin's Queen or Lady Seale—Average passage 4½ days—Sept. 13th and 27th, 12 night.

London to Berwick—From Miller's Wharf—A Clipper Schooner, every Wednesday morning.

London to Boulogne.—The General Steam Navigation Co.'s vessels, Harlequin and William Jolliffe, from London Bridge Wharf—Sep. 7th, 6 a.m.; 14th, 11 a.m.; 21st, 6 a.m.; 28th. 10 a.m. Fares, 12s. and 8s.; children under 10 years, half price.—The City of Boulogne or Emerald—Sept. 3rd, 1 a.m.; 10th, 9 a.m.; 17th, 1 a.m.; 24th, 9 a.m.—Fares, 12s. and 8s.; Children under 10 years of age, half-price.

London to Bremen—The Ranger—Once a fortnight.

London to Calais—The General Steam Navigation Co.'s Steamers, Belfast and Tourist, from London Bridge Wharf—Sep. 3rd, 3 a.m., 7th, 7 a.m.; 10th, 10 a.m., 14th, 10 a.m.; 17th, 3 a.m.; 21st, 7 a.m.; 24th, 10 a.m.; 28th, 10 a.m. Fares, 12s. and 8s.; Children under 10 years, half price.

London to Cork—calling at Plymouth, every Thursday morning. Fares, to Cork, 30s. and 10s.; to Plymouth, 23s. and 7s. 6d.

London to Deal, Dover and Ramsgate—Average passage to Deal and Ramsgate 6 hours, to Dover 7 hours.—From Nicholson's Wharf, Lower Thames-street, daily, (Sundays excepted) at 10 a.m., calling at North Woolwich Pier at 10¾ a.m.; in connexion with the Eastern Counties Railway. Fares, 6s. and 5s.; Children, 3s.

London to Dublin—The Rose or Shamrock, direct, weekly.

London to Dundee—The London or Dundee—Average passage 40 hours—From Downe's Wharf—Sep. 6th, 3½ p.m.; 13th, 11 a.m.; 20th, 3½ p.m; 27th, 11 a.m. Fares, including provisions, Main Cabin, £2 8s., Second Cabin, £1 10s. Children from 2 to 13 years, half fare. Double Tickets, £3 and £2.

London to Edinburgh—The Royal Victoria, or Royal William, from St. Katharine's Wharf—Average passage 42 hours—Sep. 2nd, 6th, 9th, 16th, 20th, 23rd, and 30th, at 10 p.m. Fares, (including provisions) £2 10s., £1 10s., and £1; without provisions £2, and £1 2s. 6d. The General Steam Navigation Co.'s Steamers, Trident, Clarence, and Leith, from Brown's Wharf, Poplar—average passage 40 hours—Sep. 2nd, 9th, 13th, 16th, 23rd, 27th & 30th, at 10 p.m. Fares, (including provisions) £2 10s. and £1 10s; without provisions, £2 and £1 2s. 6d.; Children under 12 years, half price.

London to Gravesend—The Diamond Co.'s Steamers, from London Bridge Wharf—Calling at Erith and Rosherville Piers—week days at 9, 10 and 11 a m., 12 noon; 2, 4½ and 7 p.m. Sundays at 8, 9, 10, and 11 a.m.; 12 noon, 2, and 8 p.m. Fares, to Gravesend 1s. 4d. and 1s. The 9 and 10 a.m. packets call at Greenwich 20 minutes after leaving the London Bridge Wharf.

London to Hamburg—The General Steam Navigation Co.'s Steamers, Wilberforce, Princess Royal, Countess of Lonsdale, John Bull, or Caledonia, carrying Her Majesty's mails—Sep. 1st, 12 night; 6th, 3 a.m.; 8th, 8½ p.m.; 12th, 10 p.m.; 15th, 12 night; 20th, 3 a.m.; 22nd, 8½ p.m.; 26th, 10 p.m.; 29th, 11 p.m. Fares, £4 and £3.

London to Harlingen—The Lion—every Wednesday. The Lord John Russell, or Earl of Auckland—every Sunday, at 9 a.m.

London to Havre—The General Steam Navigation Co.'s Steamers, James Watt and Columbine, from St. Katharine's Steam Wharf—every Sunday and Thursday at 8 a.m. Fares, 20s. and 15s., Children under 10 years, half price.

London to Herne Bay—Average passage 5 hours—From London Bridge Wharf, the City of Canterbury or Herne—week days at 11 a.m.; Sundays at 8 a.m. An extra packet on Saturdays, at 3 p.m. Fares, 7s., 6s., and 4s. N.B.—These Packets call at Brunswick Pier, Blackwall, ¾ of an hour after leaving London Bridge Wharf.

London to Hull.—From London Bridge Wharf—The General Steam Navigation Co.'s Steamers, Waterwitch or Vivid—every Tuesday and Friday, at 8 a.m. Fares 17s. 6d. and 10s. The Hull Steam Packet Co's. Steamers—from Custom House Quay—every Tuesday, Thursday, and Saturday, at 8 a.m. Fares, 12s. 6d., and 7s.

London to Inverness—The North Star—From 257, Wapping, September 4th and 18th, at 9 a m. Fares, including provisions, to Inverness or Invergordon, £4 and £2 12s. 6d.; to Burghead or Lossiemouth, £2 10s. and £1 5s

London to Ipswich—From Nicholson's Wharf—The Orwell, calling off Walton-on the-Naze, Harwich, &c.—Every Wednesday and Saturday, at 8 a.m. Fares 5s. and 3s.; Children 1s. 6d.

London to Leer, Hanover—The City of London—every alternate Wednesday, at 6 a.m.

London to Margate—Average passage 6 hours—From London Bridge Wharf—The City of Canterbury, or Herne—Week-days, at 11 a.m.; Sundays, at 8 a.m.—An extra packet on Saturdays at 3 p.m. The Prince of Wales or Royal William,—daily, (Sundays excepted) at 10 a.m. Fares, 7s., 6s., and 4s. These Packets call at Brunswick Pier, Blackwall, ¾ of an hour after leaving London Bridge Wharf.

London to Newcastle—From Hore's Steam Wharf, Wapping—The General Steam Navigation Co.'s Steamers London Merchant or City of Hamburgh, every Wednesday and Saturday, at 8 p.m. Fares, 20s. and 12s.

London to Ostend—The General Steam Navigation Co.'s Steamers, Triton, Sir Edward Banks and Venezuela—from Brunswick Wharf, Blackwall—Sep. 2nd, 3 a.m.; 6th, 6 a.m.; 9th, 9 a.m.; 13th, 12 noon; 16th, 3 a.m.; 20th, 6 a.m.; 23rd, 9 a.m.; 27th, 12 noon, 30th, 3 a.m.—Fares £1 4s. and 18s. Children under ten years, half price.

London to Ramsgate—The General Steam Navigation Co.'s Steamer, Little Western—From London Bridge Wharf,—every Tuesday, Thursday, and Saturday, at 9½ a.m.—Fares, 4s. & 3s., Children 2s. The Commercial Steam Company's Steamer, the Duchess of Kent,—every Monday, Wednesday, and Friday, at 9½ a.m. Fares, 4s. and 3s.; Children under 10 years 2s. These Packets call at Brunswick Wharf, Blackwall, ¾ of an hour after leaving London Bridge Wharf.

London to Rotterdam—The General Steam Navigation Co.'s vessels, Rainbow, Giraffe, and Ocean, carrying Her Majesty's mails—from Brunswick Wharf, Blackwall—every Wednesday and Saturday, at 10 a.m.—Fares £1 5s. and 15s.; Children under ten years, half price. The Magnet—every Wednesday. The Sir Robert Peel or City of Rotterdam—every Sunday, at 9 a.m. The Batavier,—every Sunday. Fares, £2 2s., £1 5s., 15s. and 12s. 6d.

London to St. Petersburgh and Copenhagen—The Camilla,—about the 20th of September.

London to Southend and Sheerness—The Diamond Co.'s Steamers—From London Bridge, daily, at 9 a.m., calling at Gravesend, at 11¼ a.m. Fares:—to Southend, 3s. 6d. and 3s.; to Sheerness, 3s. and 2s. 9d.; to Southend or Sheerness and back, 4s.

London to Yarmouth—The General Steam Navigation Co.'s Steamers William Jolliffe and Earl of Liverpool—from London Bridge Wharf, every Wednesday and Saturday at 6 p.m. Fares, 10s and 5s.

Lynn to Hull—The Lord Nelson—average passage 10 hours—Sept. 1st, 8 a.m.; 8th, 1 p.m.; 15th, 7 a.m.; 22nd, 1 p.m.; 29th, 7 a.m. Fares, 7s. 6d. and 4s. The Cambridge,—Sept. 5th, 10 a.m.; 12th, 5 p.m.; 19th, 10 a.m.; 26th, 4 p.m. The Jupiter,—from King Staith Quay—Sept. 5th, 10 a.m.; 12th, 5 p.m.; 19th, 10 a.m.; 26th, 4 p.m. Fares 7s. 6d. and 4s.

Margate to London—Average passage 6 hours—The City of Canterbury, or Herne,—Week-days, at 10 a.m.; Sundays, at 3 p.m.—Extra packet on Mondays, at 6½ a.m. The Prince of Wales or Royal William,—daily, (Sundays excepted) at 11 a.m.; Fares, 7s., 6s., and 4s.

Maryport to Liverpool—The Royal Victoria—Sept. 6th and 20th, 4 p.m. Fares, 8s. and 3s. 6d.

Milford to Bristol—The Osprey—Sept. 2nd, 4 a.m.; 8th, 10 p.m.; 16th, 4 a.m.; 22nd, 10 p.m.; 30th, 3 a.m.

Mostyn to Liverpool—The Vesta—Sept. 1st, 1 p.m.; 2nd, 2 p.m.; 4th, 3 p.m.; 5th, 3½ p.m.; 6th, 4½ p.m.; 8th, 6½ a.m.; 9th, 7 a.m.; 11th, 9½ a.m.; 12th, 10½ a.m.; 13th, 11 a.m.; 14th, 12 noon 15th, 12½ p.m.; 16th, 1 p.m.; 18th, 2½ p.m.; 19th, 3½ p.m.; 20th, 4½ p.m.; 22nd, 6½ a.m.; 23rd, 8 a.m.; 25th, 10 a.m.; 26th, 10½ a.m.; 27th, 11 a.m.; 28th, 12 noon; 29th, 12½ p.m.; 30th, 1 p.m. Fares, 2s. 6d. and 1s. 6d.

Neath to Bristol—The Neath Abbey—Sept 4th, 9½ a.m.; 7th, 12 noon; 11th, 4½ a.m.; 14th, 6½ a.m.; 18th, 9 a.m.; 21st, 12½ p.m.; 25th, 5 a.m.; 28th, 6½ a.m. Fares, 7s. 6d. and 4s.

Newcastle to Aberdeen—The Velocity—Sept. 9th, 11 a.m.; 16th, 4 p.m.; 23rd, 11 a.m.; 30th, 3 p.m. Fares, 15s. and 10s.

Newcastle to Berwick—The Eclipse – Every Wednesday and Saturday, at 8 a.m., in connexion with Hull and London Traders. Fares 2s. and 1s. Steward's fee for best cabin, 6d.

Newcastle to Hull.—The Neptune—Every Saturday morning, 2 hours before high water. Fares, 4s. and 2s.

Newcastle to Edinburgh (Leith Pier)—The Vesta—Sept. 1st, 4 a.m.; 4th, 6 p.m.; 8th, 6 a.m.; 11th, 1 p.m.; 15th, 4 a.m.; 18th, 6 p.m.; 22nd, 6 a.m ; 25th, 1 p.m.; 29th, 4 a.m. Fares, 5s. and 3s. The Britannia,—Sept. 5th, 8 a.m.; 7th, 9 p.m.; 12th, 2 p.m; 14th, 4 p.m.; 19th, 8 a.m.; 21st, 9 p.m.; 26th, 2 p.m.; 28th, 3 p.m. Fares 5s, and 3s.

Newcastle to Leith—See Newcastle to Edinburgh.

Newcastle to London—The General Steam Navigation Co.'s Steamers—London Merchant and City of Hamburgh—Sept. 2nd, 5 p.m.; 6th, 7 a.m.; 9th, 11 a.m.; 13th, 2 p.m.; 16th, 4 p.m.; 20th, 7 a.m.; 23rd, 11 a.m.; 27th, 2 p.m.; 30th, 4 p.m. Fares, 20s. and 12s.

Newport to Bristol—The Avon or Severn—from Beaufort Wharf—Average passage, under 2 hours. Sept. 1st, 6½ a.m.; 2nd, 7 a.m.; 4th, 8 a.m.; 5th, 8 a.m.; 6th, 8½ a.m.; 7th, 10 a.m.; 8th, 11½ a.m.; 9th, 1 p.m.; 11th, 2½ p.m.; 12th, 3½ p.m.; 13th, 4 p.m.; 14th, 5 p.m.; 15th, 5½ p.m.; 16th, 6½ a.m.; 18th, 7½ a.m.; 19th, 8 a.m.; 20th, 9 a.m.; 21st, 10½ a.m.; 22nd, 11½ a.m.; 23rd, 1 p.m.; 25th, 2½ p.m.; 26th, 3½ p.m.; 27th, 4 p.m.; 28th, 4½ p.m.; 29th, 6 a.m.; 30th, 6½ a.m. The Lady Charlotte or Usk—Sept. 1st, 6 a.m.; 2nd, 6½ a.m.; 4th, 7½ a.m.; 5th, 8 a.m.; 6th, 8½ a.m.; 7th, 9½ a.m.; 8th, 11 a.m.; 9th, 1 p.m.; 11th, 3 p.m.; 12th, 3½ p.m.; 13th, 5 a.m. and 4½ p.m.; 14th, 6 a.m. and 5 p.m.; 15th and 16th, 6½ a.m.; 18th, 7½ a.m.; 19th, 8 a.m.; 20th, 9 a.m.; 21st, 10 a.m.; 22nd, 11½ a.m.; 23rd, 1 p.m.; 25th, 2½ p.m.; 26th, 3½ p.m.; 27th, 5 a.m. and 4 p.m.; 28th and 29th, 6 a.m.; 30th, 6½ a.m.

New Holland to Hull—7½, 8 40, 10 10, 11½ a.m., 12 25, 2, 3½, 5 10, 6, (except on Saturdays, then at 5 p.m.), 7 p.m. On Sundays at 8 25, 9 37, a.m., 1½, 2½, 4½, 7 25 p.m.

Padstow to Bristol—The Express—Sept. 7th, 12 noon; 18th, 6 p.m.; 25th, 2 p,m.

Penzance to Plymouth—The Lady-de-Saumarez—every Friday, at 7 a m.

Penzance to Southampton—The Lady-de-Saumarez—every Friday at 7 a.m. Fares £1 5s. 6d., 18s. 6d. and 10s. 6d.

Piel Pier, near Ulverston, to Liverpool—The Zephyr—Every Monday and Thursday at 2½ p.m. Fares. 6s. and 4s.

Piel Pier, near Ulverston, to Blackpool and Southport—The James Dennistoun—Every Monday at 5 p.m. Fares to Southport, 5s. and 3s. 6d.

Plymouth to Cork—The Ajax, or Preussischer Adler—every Saturday morning.

Plymouth to Penzance—The Lady-de-Saumarez—every Wednesday, at 8 a.m.

Plymouth to Southampton—The Lady-de-Saumarez—every Friday, at 4 p.m. Fares £1, 15s., and 7s. 6d.

Plymouth to Torquay, Guerasey, and Jersey—The Brunswick, every Monday. Fares to Torquay, 7s. 6d. and 4s.; to Guernsey, 18s., 12s., and 7s.; to Jersey, 21s., 14s., and 8s.

Plymouth to Torquay, Southampton and Portsmouth—The Brunswick—every Thursday,—leaving Stonehouse Pool at noon, and Plymouth at 1 p.m. Fares to Torquay, 7s. 6d. and 4s.; to Southampton or Portsmouth, 21s., 15s., and 10s.

Poole to Guernsey and Jersey—The Royal Mail Packets—Every Monday and Thursday at 11 p.m. Fares, 21s. and 14s.

Port Carlisle toBelfast—The Cumberland—Sept. 13th and 27th, at 11 a.m. Fares, 8s. and 3s.

Port Carlisle to Liverpool—The Cumberland, calling off Whitehaven—Sep. 6th, 4 p.m.; 9th, 8 a.m.; 16th, 1 p.m.; 20th, 4 p.m.; 23rd, 8 a.m.; 30th, 12 noon. Fares, from Port Carlisle, 8s. and 3s.; from Whitehaven, 6s. and 2s. 6d. The Royal Victoria—calling off Whitehaven and Annan Waterfoot—Sep. 2nd, 1 p.m.; 9th, 7 a.m.; 13th, 11 a.m.; 16th, 1 p.m.; 23rd, 8 a.m.; 27th, 11 a.m.; 30th, 12 noon Fares, 8s. and 3s.

Port Talbot to Bristol—The Talbot—Sep. 4th, 6½ a.m.; 11th, 2 p.m.; 18th, 6½ a.m.; 25th, 1½ p.m. Fares, 7s. 6d. and 4s.

Portsea to Ryde, Isle of Wight.—Week days, at 7 25, 8 25, 9 25, 10½, 11 5 a.m.; 12 20, 1½, 2 40, 4½, 5 10, 6½, and 6 25 p.m. Sundays, at 7 and 9 a.m.; 2½ and 6 p.m.

Portsmouth to Cowes, Isle of Wight—Week days, at 8 40 and 10 40 a.m.; 1 50, 4½ and 6¾ p.m. Sundays, at 8 40 a.m., and 2 p.m.

Portsmouth to Ryde, Isle of Wight—Week days, at 7½, 8½, 9½, 10 40, and 11¼ a.m.; 12½, 1½, 3, 4 20, and 6 20 p.m. Sundays, at 7 and 9 a.m.; 2½ and 6 p.m.

Portsmouth to Southampton, Torquay, and Plymouth—The Brunswick—every Friday, at 3 p.m.

Portsmouth to Southampton—Week days at 8 40 and 10 40 a.m.; 1 50, 4½, and 6¾ p.m. Sundays at 8 40 a.m. and 2 p.m.

Ramsay, Isle of Man, to Liverpool—Sep. 1st, 2 p.m.; 8th, 7 p.m.; 15th, 1 p.m.; 22nd, 7 p.m. Fares 6s. 6d. and 3s.

Ramsgate to Deal and Dover—Daily (Sundays excepted) morning and afternoon. Fares, to Deal, 1s. 6d.; to Dover, 2s. 6d.

Ramsgate to London—The General Steam Navigation Company's Steamer Little Western. Every Monday, Wednesday, and Friday, at 10 a.m. Fares, 4s., and 3s., Children 2s. The Commercial Steam Co.'s steamer, Duchess of Kent, (direct) every Tuesday. Thursday, and Saturday, at 10 a.m. Fares, 4s. and 3s.; children under 10 years, 2s. Also, daily, (Sundays excepted) at 11 a.m., calling at North Woolwich Pier; in connexion with Eastern Counties Railway. Fares 6s. and 5s., Children 3s.

Rhyl to Liverpool—The Taliesin—Sep. 1st, 12 noon; 4th, 1½ p.m , 6th, 3½ p.m.; 8th 5½ a.m.; 11th, 8½ a.m.; 13th, 10 a.m.; 15th, 11 a.m.; 18th, 1 p.m.; 20th, 3½ p.m.; 22nd, 6 a.m.; 25th, 8½ a.m.; 27th, 10 a.m.; 29th, 11 a.m. The Vale of Clwyd,—Sep 1st, 12 noon; 4th, 2 p.m.; 6th, 3½ p.m.; 8th, 6 a.m.; 11th, 8½ a.m.; 13th, 10 a.m.; 15th, 11 a.m.; 18th, 1½ p.m.; 20th, 3½ p.m.; 22nd, 6 a.m.; 25th, 8½ a.m.; 27th, 10 a.m.; 29th, 11 a.m.

Ryde, Isle of Wight, to Cowes—Week days at 9 10 and 11¼ a.m.; 2 20, 5 10 and 7¼ p.m. Sundays at 9 10 a.m., and 2½ p.m.

Ryde, Isle of Wight, to Gosport—Week days, at 7½, 9½, 10½, and 11½ a.m.; 12½, 1½, 4½, 5 50, and 7 p.m. On Sundays, at 8 and 10 a.m.; 4 and 7 p.m.

Ryde, Isle of Wight, to Portsea—Week days, at 7½, 8½, 9½, 10½, and 11½ a.m.; 12½, 1½, 3, 4½, 5½, 5 50, and 7 p.m. Sundays, at 8 and 10 a.m.; 4 and 7 p.m.

Ryde, Isle of Wight, to Portsmouth—Week days, at 8½, and 10½ a.m.; 12½, 3, 5½, and 7 p.m. Sundays, at 8 and 10 a.m.; 4 and 7 p.m.

Ryde, Isle of Wight, to Southampton—Week days, at 9 10 and 11¼ a.m.; 2 20, 5 10, and 7¼ p.m. Sundays at 9 10 a.m. and 2½ p.m.

Sheerness to London.—The Diamond Company's Steamers, daily at 4½ p.m. Fares, 3s., & 2s. 9d.

Southampton to Alexandria—On the 20th of every month, at 2 p.m. When the 20th falls on Sunday, the hour of departure is 9 a.m. Fares—First cabin, £40; Second, £26; Passengers' Servants, £1 each.

Southampton to Ceylon, Madras, & Calcutta, (also Bombay, in conjunction with the H. E. I. Co.'s Steamers from Aden,) on the 20th of every month, at 2 p.m. N.B. When the 20th falls on the Sunday, the hour of departure is 9 a.m. Fares—a berth in the general cabin throughout for a Gentleman to Aden, £65; to Ceylon, £101; to Madras, £106; to Calcutta, £115—for a Lady to Aden £70; to Ceylon, £110; to Madras, £115; to Calcutta, £124—for a Gentleman and his Wife in the same cabin, to Aden, £190; to Ceylon £266; to Madras, £275; and to Calcutta, £293—Children with parents charged according to age.

Southampton to Constantinople, Samsoun, Sinope, and Trebisond, calling at Gibraltar and Malta, on the 27th of every month, at 2 p.m.; when the 27th falls on Sunday the hour of departure is 9 a.m. Fares—First cabin, £41; Second, £27 10s.; there and back, (first cabin) £72.

Southampton to Cowes, Isle of Wight—Week days at 3½, 8½, and 10½ a.m.; 12 20, 2 10, 4½ and 6 10 p.m. On Sundays at 3½ and 8 40 a.m.; 2 and 4 40 p.m.

Southampton to East Cowes—Week days at 3½ a.m.; 12 20, 2 10, 4 40, and 6 10 p.m. Sundays at 2 a.m. and 4 40 p.m.

Southampton to Guernsey and Jersey—The Royal Mail Packets—Every Monday, Wednesday, and Friday, at 12 night; and on Wednesdays at 5 p.m. Fares, 21s. and 14s. See page 121.

Southampton to Havre—The New South Western Steam Co.'s Steam-ships, calling off Portsmouth—Sept. 2nd, 10 p.m.; 5th, 6 a.m.; 7th, 8½ a.m.; 9th, 6½ p.m.; 12th, 11 a.m.; 14th, 12½ p.m.; 16th, 10 p.m.; 19th, 4 a.m.; 21st, 7 a.m.; 23rd, 6½ p.m.; 26th, 11 a.m.; 28th, 12½ p.m.; 30th, 10 p.m.—Fares—First Cabin 21s., Second Cabin 14s.

Southampton to Malta—The Peninsular and Oriental Company's Steamers, on the 20th and 27th of every month, at 2 p.m; when the dates fall on Sunday the hour of departure is 9 a.m. Fares to Malta, 1st cabin, £27 10s.; 2nd cabin, £18 18s.; Passengers' servants, £15 15s.

Southampton to Penang, Singapore, and Hong Kong, on the 20th of every month, at 2 p.m. N.B.—When the 20th falls on the Sunday, the time of sailing is 9 a.m. Fares—for a berth in the general cabin for a Gentleman to Penang, £122; to Singapore, £130; to Hong Kong, £153.

Southampton to Penzance—The Lady de Saumarez—every Tuesday, at 2½ p.m. Fares to Penzance, £1 5s. 6d., 18s. 6d., and 10s. 6d.

Southampton to Portsmouth—week days, at 8½ and 10½ a.m.; 12 20, 2 10, and 4½ p.m. Sundays, at 8 40 a.m., and 2 p.m.

Southampton to Ryde, Isle of Wight—Week days, at 8¼ and 10½ a.m.; 12 20, 2 10, and 4½ p.m. Sundays, at 8 40 a.m. and 2 p.m.

Southampton to Torquay and Plymouth—The Brunswick—every Friday at 6 p.m.

Southampton to Vigo, Oporto, Lisbon, Cadiz, & Gibraltar—The Peninsular and Oriental Company's Steamers, on the 7th, 17th, and 27th of every month, except when these dates fall on Sunday, then on the Monday. Fares—Vigo, 1st class, £11; 2nd class, £7 15s.—Oporto, £12 and £8 5s. —Lisbon, £13 10s. and £9 10s—Cadiz, £15 10s. and £10 10s—Gibraltar, £16 10s. and £11. Steward's fees, 10s. in the 1st class, and 5s. in the 2nd class. Children under three years old, free; not exceeding ten, if with the parent, half fare.

Southampton to the West Indies—The Royal Mail Steam Packet Company's Ships on the 2nd and 17th of every month, at 2 p.m., unless the latter should be a Sunday, and then on the day following. Average passage to Jamaica, 28 days; fares, single after cabin, £52; double after, or single fore cabin, £42; double fore cabin, each berth £37. Average passage to Vera Cruz, 33 days; fares, £60, £50, and £45. Average passage to Cat or Ship Island, New Orleans, 28 to 29 days; fares, £55, £45, and £40.

Southend to London—Daily, at 5 p.m. Fares, 3s. 6d. and 3s.

Southport to Blackpool and Piel Pier—The James Dennistoun, every Monday at 9 a.m.—Fares to Piel Pier 5s. and 3s. 6d.

St. Malo to Jersey—every Wednesday at 8 a.m. Fares, 7s. 6d. and 5s.

Swansea to Bristol—The Lord Beresford or County—Sept. 1st and 2nd, 9 a.m.; 4th and 5th, 10½ a.m.; 7th, 1 p.m.; 8th, 1½ a.m.; 9th, 3 a.m.; 11th, 5½ a.m.; 12th, 6½ a.m.; 14th, 7 a.m.; 15th and 16th, 8 a.m.; 18th 10 a.m.; 19th, 10½ a.m.; 21st, 1 p.m.; 22nd, 1½ a.m.; 23rd, 3½ a.m.; 25th, 5½ a.m.; 26th, 6½ a.m.; 28th, 7 a.m.; 29th and 30th, 8 a.m.

Swansea to Gloucester—Henry Southan—average passage 12 hours—Sept. 2nd, 8½ a.m.; 5th, 10½ a.m.; 6th, 11½ a.m.; 9th, 3 a.m.; 12th, 7 a.m.; 13th, 7½ a.m.; 16th, 8 a.m.; 19th, 10 a.m.; 20th, 11 a.m.; 23rd, 3 a.m.; 26th, 6½ a.m.; 27th, 7 a.m.; 30th, 8½ a.m.—Fares, 8s. and 4s.

Swansea to Ilfracombe—The Beresford, County, Bristol, or Lady Charlotte—Sept. 1st, 7½ a.m.; 4th, 9 a.m.; 6th, 9 a.m., 8th, 12½ p.m.; 11th, 4 a.m.; 13th, 4 a.m.; 15th, 5½ a.m.; 18th, 7 a.m.; 20th, 9 a.m.; 22nd, 12½ p.m.; 25th, 4½ a.m.; 27th, 4 a.m.; 29th, 5½ a.m.

Swansea to Liverpool—The Troubadour, calling at Milford—September 6th, 9 a.m.; 13th, 5 a.m.; 20th, 9 a.m.; 27th, 5 a.m.—Fare 17s. 6d. and 5s

Swansea to Tenby—The Bristol—September 7th, 11 a.m.; 14th, 5 a.m.; 21st, 11 a.m.; 28th, 5½ a.m.

Tenby to Bristol—The Phœnix or Osprey—September 2nd, 9 a.m.; 5th, 12 noon; 9th, 3 a.m.; 12th, 6½ a.m.; 16th, 9 a.m.; 19th, 11½ a.m.; 23rd, 3½ a.m.; 26th 7 a.m.; 30th, 8½ a.m.

Tenby to Swansea—The Bristol—September 7th, 3½ p.m.; 14th, 3 p.m.; 21st, 3½ p.m.; 28th, 3½ p.m.

Thorne to Hull—Daily (Sundays excepted) at 8¾ a.m.

Ulverston to Fleetwood via Piel Pier—The James Dennistoun or Helvellyn, daily (Sundays excepted) at 10½ a.m., and 2½ p.m. Fares, 2s. 6d., and 2s.

Whitehaven to Belfast—The Queen or Earl of Lonsdale—September 4th, 2 p.m.; 11th, 9 p.m.; 18th, 2 p.m.; 25th, 9 p.m.—Fares, 8s. and 3s., children half fare.

Whitehaven to Douglas, and Kingstown—Every Wednesday morning.—Fares, to Douglas, 7s. 6d., and 4s.; to Kingstown, 15s., and 7s. 6d.

Whitehaven to Liverpool—The Queen or Earl of Lonsdale—September 2nd, 3 p.m.; 5th, 5 p.m.; 7th, 6½ p.m.; 9th, 9½ p.m., 12th, 12½ p.m.; 14th, 1½ p.m.; 16th, 2½ p.m.; 19th, 5 p.m.; 21st, 6½ p.m.; 23rd, 10 p.m.; 26th, 12 noon; 28th, 1½ p.m.; 30th, 2½ p.m.—Fares, 8s. and 3s. 6d.

WINDERMERE LAKE—

Ambleside to Bowness and Newby Bridge—at 8 a.m.; 12½ and 5 p.m.

Newby Bridge to Bowness and Ambleside—at 10 a.m.; 2¾ p.m.

Newby Bridge to Bowness at 7 p.m.

Leith to Hamburgh—The Martello—See Edinburgh to Hamburgh.

Leith to Hull—See Edinburgh to Hull.

Leith to Newcastle—See Edinburgh to Newcastle.

Lerwick to Kirkwall, Wick, Aberdeen, and Edinburgh (Granton)—Leaving Lerwick every Monday afternoon, and Kirkwall every Tuesday morning.

Loch-Katrine—Trossachs to Coulbarns—The Rob Roy—daily, (Sundays excepted) at 8½ and 11½ a.m. and 3 p.m.; and returns at 10½ a.m.; 2 and 4½ p.m.

Loch-Lomond—Balloch to Inverarnan—The Waterwitch—daily, (Sundays excepted) at 9½ a.m.; and every Tuesday, Friday, and Saturday, at 6 p.m.; Inverarnan to Balloch—daily, (Sundays excepted) at 2 p.m.; and every Wednesday, Saturday, and Monday. at 5 a.m.

Oban to Corpach—The Cygnet and Lapwing, every Tuesday and Friday.

Oban to Fort-William, Corpach, and Banavie—The Dolphin—Every Monday, Wednesday, and Friday morning; also, on the afternoon of the same days, the Shandon.—See page 103.

Oban to Glasgow—The Shandon—Daily, at 7 a.m., calling at Rothesay, Dunoon, and Greenock.—See page 103.

Oban to Glencoe—(landing at Ballychulish)—The Dolphin—Every Monday, Wednesday, and Friday morning.—See page 103.

Oban to Staffa and Iona—The Dolphin—Every Tuesday, Thursday, and Saturday morning.—See page 103.

Portpatrick to Donaghadee—Her Majesty's Mail Packets.—See page 121.

Portree to Glasgow—calling at Tobermory—The Tartar, every Thursday, at 4 a.m.—See page 103.

Rothesay to Glasgow.—daily, at 5¾, 6¾, 7½, and 10½a.m., and 2½ p.m., calling at Dunoon, Kirn, Gourock, and Greenock; also at 3¾ p.m. calling at Kilmun, in addition to the aforenamed places.

Rothesay to Greenock—Daily (Sundays excepted), at 6¾ a.m., calling at Dunoon, Kirn, and Gourock.

Stornoway to Glasgow—The Mary Jane—Calling at Portree, Tobermory, Oban, and the intermediate ports of Kyleakin, Balmacarra and Armadale, every Monday afternoon.

Stornaway to Ullapool—Occasional trips during summer.

Stranraer to Belfast—The Albion or Briton—Average passage 4½ hours—Sept. 4th, 1 p.m.; 11th and 25th, 9 a.m.

Stranraer to Glasgow—The Albion or Briton—Average passage 10 hours—calling off Ballantrae and Girvan, weather permitting—Sept. 6th, 5 a.m.; 13th, 10 a.m.; 20th, 5 a.m.; 27th, 10 a.m.—Fares, to Glasgow, 7s. and 4s.; from Girvan, 5s. 6d. and 3s. 6d.

Tarbert to Glasgow.—Daily, at 9½ a.m.; and on Fridays, at 1 p.m.

Taynabruaich, Kyles of Bute, to Glasgow—Daily, at 11 a.m., and 2 p.m.

Tobermory to Glasgow—The Tartar—every Thursday at 2 p.m. See page 103.

Troon to Fleetwood—Her Majesty or Royal Consort, every Monday, Wednesday, and Friday, at 5 p.m. Fares 12s. 6d., and 4s.

Wigtown to Liverpool.—The Countess of Galloway—Average passage 8 to 9 hours—Sep. 13th, 10 a.m. 30th, 11 a.m.

IRELAND.

Belfast to Ardrossan and Glasgow—(average passage, 7 hours.)—The Fire Fly or Glow Worm daily, every Monday, Tuesday, Wednesday, Thursday and Friday, between 6 and 9 p.m., to suit the tides; and every Saturday at 12 noon, in connexion with railway to Glasgow.—Fares to Ardrossan, 8s. and 2s. To Glasgow, 12s., 10s. 6d., and 2s. 6d. The Thetis, Aurora, or Lyra—Sep. 1st, 9 p.m.; 4th, 3 p.m.; 5th, 4 p.m.; 7th, 4 p.m.; 8th, 6 p.m.; 11th, 8 p.m.; 12th 8 p.m.; 14th, 1 p.m.; 15th, 9 p.m.; 18th, 3 p.m.; 19th, 4 p.m.; 21st, 4 p.m.; 22nd, 6 p.m.; 25th, 7 p.m.; 26th, 7 p.m.; 28th, 1 p.m.; 29th, 9 p.m. Fares 10s. and 2s. 6d.

Belfast to Dublin—The Duke of Cambridge—Sep. 4th, 1 p.m.; 7th, 4 p.m.; 11th, 7 p.m.; 14th, 8 p.m.; 18th, 1 p.m.; 21st, 4 p.m.; 25th, 7 p.m.; 28th, 8 p.m.

Belfast to Fleetwood—The Prince of Wales or Princess Alice—Average passage 10 hours—Sep 1st, 3 p.m.; 4th, 4 p.m.; 6th, 5 p.m.; 8th and 11th, 6 p.m.; 13th, 6½ p.m.; 15th, 7 p.m.; 18th, 4 p.m.; 20th, 5 p.m.; 22nd and 25th, 6 p.m.; 27th, 6½ p.m.; 29th, 7½ p.m. Fares 15s., 10s., and 3s.

Belfast to Liverpool—The Blenheim—Sep. 5th, 2 p.m.; 9th, 6 p.m.; 14th, 9 p.m; 19th, 11 p.m; 23rd, 6 p.m; 28th, 8 p.m. The Windsor,—Sep. 2nd, 10 p.m.; 7th, 3 p.m.; 12th, 6 p.m.; 16th, 9 p.m.; 21st, 2 p.m.; 26th, 7 p.m.; 30th, 9 p.m.

Belfast to London—The Erin's Queen or Lady Seale—Average passage 4½ days—Sep. 13th, and 29th, at 9 p.m.

Belfast to Port-Carlisle—Sep. 15th, and 29th, 1 a.m.—Fares, 8s. and 3s.

Belfast to Stranraer—The Albion or Briton—Average passage 4½ hours—Sep. 5th, 10 a.m.; 12th, and 26th, 6 a.m; —Fares, 5s. and 2s.

Belfast to Whitehaven—The Queen or Earl of Lonsdale—Average passage 8 hours— Sep. 6th, 3 p.m.; 13th, 10 a.m.; 20th, 3 p.m; 27th, 10 a.m.—Fares, 8s. and 3s.; children half fare.

Cork to Bristol—The Sabrina or Juverna,—Sep 1st, 7 a.m.; 5th, 8 a.m.; 8th, 11 a.m.; 12th, 3 p.m.; 15th, 4 p.m.; 19th, 8 a.m.; 22nd, 11 a.m.; 26th, 3 p.m.; 29th, 4 p.m.—Fares £1 12s. 6d., and 10s.

Cork to Dublin—The Ocean or Vanguard—Average passage 15 hours.—Sep. 6th, & 20th, 10 a.m.—The Minerva—Sep. 13th and 27th, at 5 p.m.—Fares, 20s. and 7s. 6d.

Cork to Glasgow and Greenock—The Ocean or Vanguard—Sep. 6th and 20th, 10 a.m.—The Minerva—Sep. 13th and 27th, at 5 p.m.—Fares, £2 and 15s.

Cork to Liverpool—The Nimrod—Average passage 24 hours—Sep. 2nd, 5½ p.m.; 9th, 12 noon; 16th, 5 p.m.; 23rd, 1 p.m.; 30th, 5 p.m.—Fares £1 7s. 6d., and 10s.

Cork to London, calling at Plymouth—The Ajax or Preussischer Adler,—Sep. 7th, 10 a.m.; 14th, 2 p.m.; 21st, 10 a.m.; 28th, 3 p.m.—Fares 30s. and 10s.; to Plymouth 25s. and 8s.

Donaghadee to Portpatrick—Her Majesty's Mail Packets,—See Page 121.

Drogheda to Liverpool—The Drogheda Steam Packet Co.'s Steam Ships,—Sep. 1st, 11 a.m.; 2nd, 12 noon; ; 4th, 1 p.m.; 5th, 2 p.m.; 6th, 3 p.m.; 7th, 4 p.m.; 8th, 5 p.m.; 9th, 6 p.m.; 11th, 8 p.m.; 12th, 9 a.m.; 13th, 9 a.m.; 14th, 10 a.m.; 15th, 10 a.m.; 16th, 11 a.m.; 18th, 12 noon; 19th, 1 p.m.; 20th, 2 p.m.; 21st, 3 p.m.; 22nd, 5 p.m.; 23rd, 6 p.m.; 25th, 9 a.m.; 26th, 9 a.m.; 27th, 10 a.m.; 28th, 10 a.m.; 29th, 11 a.m.; 30th, 11 a.m.; —Fares, 10s. and 5s.

Dublin to Belfast—Sep. 2nd, 2 p.m.; 5th, 3 p.m.; 9th, 6 p.m.; 12th, 8 p.m.; 16th, 1 p.m.; 19th, 3 p.m.; 23rd, 7 p.m.; 26th, 8 p.m.; 30th, 1 p.m.—Fares, 12s. and 5s.

Dublin to Bristol—The Shamrock—Average passage 24 hours—Sep. 5th, 11 a.m.; 12th, 8 a.m.; 19th, 10½ a.m.; 26th, 8 a.m.—Fares £1 5s. and 10s.

Dublin to Cork—The Ocean or Vanguard—Average passage 15 hours—Sept. 1st and 15th, 9 p.m.; 29th, 8 p.m. The Minerva—Sept. 8th and 22nd, at 4 p.m.—Fares, 20s. and 7s. 6d.

Dublin to Glasgow—The Vanguard or Ariel,—Average passage 15 to 17 hours—Sept. 5th, 5 p.m.; 8th, 2 p.m.; 12th, 6 p.m.; 19th, 5 p.m., 22nd, 2 p.m.; 26th, 6 p.m. The Minerva—Sept. 1st, 9 a.m.; 15th and 29th, 8 p.m.—Fares, 20s. and 7s. 6d.

Dublin to Holyhead—Her Majesty's Mail Packets.—See Page 121.

Dublin to Liverpool—The City of Dublin Steam Packet Co.'s Steamers, Prince, Princess, Iron Duke, and Trafalgar, every evening at half-past 6 o'clock, with passengers only, from Kingstown Harbour. Also the Company's Trading Steamers, Sept. 1st and 2nd 11 a.m.; 4th and 5th, 1 p.m.; 6th, 2 p.m.; 7th, 3 p.m.; 8th, 4 p.m.; 9th, 5 p.m; 11th, 7 p.m.; 12th and 13th, 8 p.m.; 14th, 9 p.m.; 15th and 16th, 10 a.m.; 18th, 12 noon; 19th, 1 p.m.; 20th, 2 p.m.; 21st, 3 p.m.; 22nd, 4 p.m.; 23rd, 5 p.m.; †25th, 7 p.m.; 26th, 8 p.m.; 27th and 28th, 9 p.m.; 29th and 30th, 10 a.m.

Dublin to London—calling at Falmouth, Plymouth, and Southampton,—Sept. 2nd, 12 noon; 6th, 2 p.m.; 9th, 6 p.m.; 13th, 9 a.m.; 16th, 11 a.m.; 20th, 2 p.m.; 23rd, 6 p.m.; 27th, 10 a.m.; 30th, 11 a.m.

Dundalk to Liverpool—The Pride of Erin, or Dundalk—average passage 11½ hours—Sept. 2nd, 12 noon; 5th, 2 p.m.; 7th, 4½ p.m.; 9th, 7 p.m.; 12th, 9 p.m; 14th, 10 p.m.; 16th, 11 p.m.; 19th, 2 p.m.; 21st, 4 p.m; 23rd. 7 p.m.; 26th, 9 p.m; 28th, 10 p.m.; 30th, 10½ p.m.—Fares, 12s. 6d. and 5s.

Kingstown, to Douglas, Isle of Man—Every Thursday at 10 a.m.—Fares, 10s. 6d. and 5s.

Londonderry to Liverpool—The Maiden City or John Munn—every Tuesday and Thursday, early tide.

Newry to Liverpool—The Sea Nymph or Hercules, from Warrenpoint Dock—Sept. 2nd, 11 p.m.; 5th, 1 p.m.; 7th, 3 p.m.; 9th, 5½ p.m.; 12th, 7½ p.m.; 14th, 9 p.m.; 16th, 10 p.m.; 19th, 1 p.m.; 21st, 3 p.m.; 23rd, 5½ p.m., 26th, 8 p.m.; 28th, 9 p.m.; 30th, 10 p.m.—Fares, 12s. and 5s.

Port Rush to Liverpool—The Maiden City or John Munn, every Tuesday and Thursday, early tide.

Sligo to Liverpool—The Rover—Weekly.—Fares, 20s. and 8s.

Waterford to Bristol—The Victory or Rose—Sept. 1st, 9 a.m.; 5th, 11 a.m.; 8th, 3 p.m.; 12th, 5 p.m; 15th, 9 a.m.; 19th, 12 noon; 22nd, 3 p.m.; 26th, 5 p.m; 29th, 8 a.m.

Waterford to Liverpool—The William Penn—Every Friday.—Fares 22s. 6d. and 7s. 6d.

Wexford to Liverpool—Town of Wexford, every Friday.—Fares 12s. 6d. and 7s. 6d.

Youghal to Liverpool—The Blarney—Sept. 4th, 14th, and 25th.

Holyhead and Dublin Line.

Her Majesty's Mail Steam Packets, BANSHEE, ST. COLUMBA, LLEWELLYN, or CARADOC, of 350 horses' power, start from **HOLYHEAD** every morning at 7 o'clock, on the arrival of the Mail train which leaves Euston-square Station, London, at 8¾ p.m., and reach Dublin at 11 a.m.

¶ They sail from **KINGSTOWN (Dublin)** every morning at half-past 11 a.m., and meet the Mail train for London at Holyhead.

Wisbeach to Hull—The Forager—Average passage 11 hours—every Tuesday Morning. Fares, 7s. 6d. and 4s.

Yarmouth to Hull—The Hull Steam Packet Co.'s Vessels—Every Saturday.—Fares, 8s. and 5s. The Albatross—Average passage 15 hours.—September 5th, 2 p.m.; 12th, 4 p.m.; 19th, 2 p.m.; 26th, 4 p.m. Fares, 13s. and 8s.

Yarmouth to London—The General Steam Navigation Co.'s Steamers, William Jolliffe, or Earl of Liverpool—Sep. 2nd, 6½ a.m.; 6th, 3 p.m.; 9th, 6½ p.m.; 13th, 6½ p.m.; 16th, 12 noon; 20th, 3 p.m.; 23rd, 6½ p.m.; 27th, 6½ p.m.; 30th, 12 noon. Fares, 10s. and 5s.

Yarmouth to Rotterdam—The Norfolk—September 4th, 8 p.m.; 11th, 9 p.m.; 18th, 8 p.m.; 25th, 9 p.m.—Fares, 15s. and 10s.

SCOTLAND.

Aberdeen to Edinburgh (Granton Pier)—The Queen, Duke of Richmond, Sovereign or Bonnie Dundee, every Tuesday, Wednesday, Thursday and Saturday, at 6 a.m., calling at Stonehaven, Johnshaven, Montrose, Arbroath, Crail, Anstruther, and Elie.

Aberdeen to Hull—A fast sailing clipper schooner every Wednesday.

Aberdeen to London—The City of London or Earl of Aberdeen—Sep. 2nd, 2½ p.m.; 9th, 9 p.m.; 16th, 2 p.m.; 23rd, 9 p.m.; 30th, 1½ p.m.

Aberdeen to Newcastle—The Velocity—September 6th, 4 p.m.; 13th, 12 noon; 20th, 4 p.m.; 27th, 12 noon.—Fares, 15s. and 10s.

Ardrishaig to Glasgow—Daily, at 8½ a.m. and 12 noon.

Ardrossan to Belfast—The Fire Fly or Glow Worm, daily (Sundays excepted)—average passage 7 hours—every Monday, Tuesday, Wednesday, Thursday, and Friday, on the arrival of the 6½ p.m. Train from Glasgow, and on Saturday on the arrival of the 2½ p.m. Train.—Fares from Ardrossan, 8s. and 2s.

Banavie (Corpach) to Inverness—The Edinburgh Castle—every Tuesday, Thursday, and Saturday Morning. The Cygnet, every Wednesday morning. See page 103.

Colintrave, Kyles of Bute, to Glasgow—daily at 11½ a.m. and 2½ p.m.

Corpach (Banavie) to Fort-William, and Glasgow—The Dolphin—Every Monday, Wednesday, & Friday afternoon.—The Shandon—every Tuesday, Thursday, & Saturday morning. See page 103.

Couldbarns, Loch-Katrine, to the Trossachs—The Rob Roy—daily, at 10½ a.m., 2 and 4½ p.m.

Dumbarton to Glasgow—Daily, (Sundays excepted), at 8½ a.m.; 12 noon; 3½ and 6 p.m. Fares, 1s. and 6d. Also, daily, at 6 p.m., with passengers from Loch-Lomond.

Dundee to Edinburgh (Granton)—Average passage 4½ to 5 hours. The Bold Buccleuch—calling off Elie, Pittenweem, Anstruther, and Crail—Daily, at 10 a.m. Fares, 3s. and 2s.; Double Tickets on Saturdays for parties returning on Mondays, 4s. and 2s. 6d.

Dundee to London—The London, or Dundee—Average passage 44 hours.—Sep. 6th, 3 p.m.; 13th, 2 p.m.; 20th, 3 p.m.; 27th, 2 p.m. Fares, including provisions, £2 8s. and £1 10s., children from 2 to 13 years, Half Fare. Double Tickets, £3 and £2.

Dunoon to Glasgow—Daily, (Sundays excepted) at 10 35 a.m. and 1 p.m., calling at Kirn, Kilmun, Gourock and Greenock.

Edinburgh to London—(From Leith Pier)—The Royal Victoria or Royal William.—Average passage 42 hours—Sep. 2nd, 6th, 9th, 16th, 20th, 23rd, and 30th, at 3 p.m. Fares, including provisions, £2 10s., £1 10s. and £1; without provisions, £2 and £1 2s. 6d. The General Steam Navigation Co.'s steamers, Trident, Clarence, and Leith—Sep. 2nd, 9th, 13th, 16th, 23rd, 27th, and 30th, at 3 p.m. Fares, including provisions, £2 10s. and £1 10s.; without provisions £2 and £1 2s. 6d.; children under 12 years of age, half price.

Edinburgh to Aberdeen—(From Granton Pier.) The Richmond, Dundee, or Queen—Every Tuesday, Wednesday, Friday and Saturday, at 6 a.m., calling off Elie, Pittenweem, Anstruther, Crail, Arbroath, Montrose, Johnshaven, and Stonehaven.

Edinburgh to Aberdeen, Wick, Kirkwall (Orkneys), **and Lerwick** (Shetland)—From Granton Pier—The Queen, every Friday, at 6 a.m.

Edinburgh to Dundee (from Granton Pier) Average passage 4½ to 5 hours—The Bold Buccleuch or Earl of Rosslyn, daily, at 10 a.m., calling off Elie, Pittenweem, Anstruther, and Crail. Fares 3s. and 2s. Double Tickets on Saturdays, for parties returning on Mondays, 4s. and 2s. 6d.

Edinburgh to Hull (from Leith Pier)—The Brilliant or Glenalbyn—Average passage 20 to 24 hours—Sep. 2nd, 4 p.m.; 6th, 6 p.m.; 9th, 1 p.m.; 13th, 2 p.m.; 16th, 4 p.m.; 20th, 6 p.m.; 23rd, 1 p.m.; 27th, 2 p.m.; 30th, 4 p.m. Fares 12s. 6d. and 7s. 6d.; Steward's fee 2s.

Edinburgh to Hamburgh (from Leith Pier)—The Martello—Sep. 2nd, 16th and 30th, at 4 p.m.

Edinburgh to Inverness (from Granton Pier)—The Duke of Richmond every Tuesday, at 6 a.m., calling off Fort-George, Invergordon, Cromarty, Findhorn, Burghead, Lossiemouth, and Banff.

Edinburgh to Newcastle (from Leith Pier)—The Vesta—Sep. 2nd, 4 p.m.; 6th, 6 p.m.; 9th, 12 noon; 13th, 1 p.m.; 16th, 3 p.m.; 20th, 6 p.m.; 23rd, 12 noon; 27th, 1 p.m.; 30th, 2 p.m. Fares 5s. and 3s. The Britannia—Sep. 2nd, 4 p.m.; 6th, 7 p.m.; 9th, 12 noon; 13th, 2 p.m.; 16th, 4 p.m.; 20th, 7 p.m.; 23rd, 12 noon; 27th, 2 p.m.; 30th, 3 p.m. Fares 5s. and 3s.

Garliestown to Liverpool—The Countess of Galloway—Average passage, 8 to 9 hours—Sep. 6th, 4 p.m. and 23rd, 8 a.m.

Glasgow to Ardrishaig—Daily (Sundays excepted) at 6 a.m.; calling at Greenock, Dunoon; and Rothesay.

Glasgow to Belfast, *via* **Ardrossan**—The Fire-fly or Glow-worm, daily, (Sundays excepted) Monday, Tuesday, Wednesday, Thursday, & Friday at 6½ p.m.; & Saturday at 2½ p.m. Fares 12s., 10s. 6d., 2s. 6d. The Aurora, Thetis, or Lyra—Sep. 1st, 4 p.m.; 4th, 2 p.m.; 6th, 4 p.m.; 7th, 3 p.m.; 8th, 7 p.m.; 11th, 7 p.m.; 13th, 12 noon; 14th, 12 noon; 15th 1 p.m.; 18th, 1 p.m.; 20th, 3 p.m.; 21st, 3 p.m.; 22nd, 7 p.m.; 25th, 7 p.m.; 27th, 12 noon; 28th, 12 noon; 29th, 1 p.m. Fares, 10s. and 2s. 6d.

Glasgow to Cork—Every Tuesday.

Glasgow to Dublin—The Vanguard, Ariel, or Minerva—Average passage, 15 to 17 hours—Sep. 1st, 2 p.m.; 5th, 3 p.m.; 8th, 5 p.m.; 12th, 10 a.m.; 15th, 12 noon; 19th, 3 p.m.; 22nd, 5 p.m.; 26th, 10 a.m.; 29th, 12 noon. Fares £1, and 7s. 6d.

Glasgow to Dumbarton—daily. (Sundays excepted,) at 7, 8½ (for Arrochar), and 11 a.m., 4 and 6 p.m.—Fares, 1s. and 6d. Also, daily, at 7 a.m., with passengers for Loch-Lomond.

Glasgow and Greenock to Liverpool—See Page 100.

Glasgow to Inverary—Daily, (Sundays excepted) at 6½ a.m., calling at Greenock, Gourock, Kirn, Dunoon, Rothesay, Kyles of Bute, Tarbert, and Ardrishaig.

Glasgow to Oban, Inverness, &c.—From Glasgow Bridge, by Greenock, Dunoon, Rothesay, and Crinan Canal—The Pioneer, Daily, at 6 a.m. See page 103.

Glasgow to Kilmun—Daily (Sundays excepted), at 3 55 p.m. calling at Greenock and Gourock.

Glasgow to Rothesay—daily, at 10 a.m., calling at Greenock, Gourock, Kilmun, Kirn, and Dunoon; at 11½ a.m. and 1 p.m., calling at Greenock, Gourock, Kirn, and Dunoon; and at 4 10 p.m., calling at Greenock, Kirn, and Dunoon.

Glasgow to Stornoway—The Mary Jane, calling at Oban, Tobermory, Portree in Skye, and intermediate ports of Armadale, Balmacarra and Kyleakin—Every Thursday at noon.

Glasgow to Stranraer—The Albion or Briton, calling off Girvan and Ballantrae—Sept. 1st, 12 noon; 8th, 9 a.m.; 15th, 12 noon; 22nd, 9 a.m.; 29th, 12 noon. Average passage 10 hours. Fares, to Stranraer, 7s. and 4s.; to Girvan, 5s. 6d. and 3s. 6d.

Glasgow to Tobermory, Portree, Skye, &c.—The Tartar—every Monday. Also from Glasgow Bridge—The Pioneer, every Tuesday, at 6 a.m.—See page 103.

Glencoe to Oban—The Dolphin—Every Monday, Wednesday, and Friday evenings. See page 103.

Granton Pier to Dundee—See Edinburgh to Dundee.

Granton Pier, to Aberdeen—See Edinburgh to Aberdeen, &c.

Granton Pier to Inverness—See Edinburgh to Inverness.

Greenock to Kilmun—daily, (Sundays excepted) at 10 a.m., calling at Gourock, Dunoon, and Kirn.

Greenock to Rothesay—Daily (Sundays excepted), at 9 a.m., direct; at 5 p.m., calling at Kirn and Dunoon, in connexion with trains from Glasgow.

Inverary to Glasgow—Daily, at 6 a.m., calling at Rothesay.

Inverness to Aberdeen and Edinburgh—The Duke of Richmond, every Thursday, at 10 p.m.; calling (weather permitting) off Banff, Lossiemouth, Burghead, Findhorn, Cromarty, Fort George, and Invergordon.

Inverness to Glasgow—calling at Corpach, Fort-William, Oban, Ardrishaig, and Greenock—Every Monday, Wednesday, and Friday, at 7 a.m. The Cygnet (direct)—Every Thursday morning. See page 103.

Inverness to London—The North Star—Sept. 11th and 25th, at 10 a.m. Fares, £4 and £2 12s. 6d.

Iona and Staffa to Oban—The Dolphin—Every Tuesday, Thursday, and Saturday afternoon.—See page 103.

Kilmun to Glasgow—Daily (Sundays excepted), at 4 55 p.m., calling at Gourock and Greenock; also at 8½ a.m. direct.

Kirkcudbright to Liverpool—The Countess of Galloway—Average passage, 8 to 9 hours—Sept. 2nd, 1 p.m.; 9th, 8 a.m.; 16th, 12 noon; 20th, 4 p.m.; 27th, 10 a.m.

WEDDING AND BIRTH-DAY PRESENTS.

SUMMERLY'S ART MANUFACTURES,

In Metals, Glass, Pottery, Paper, Wood, &c.,

Designed by J. Absolon, J. Bell, C. W. Cope, A.R.A., T. Creswick, A.R.A., J. C. Horsley, D. Maclise, R.A., W. Mulready, R.A., R. Redgrave, A.R.A., H. J. Townsend, Sir R. Westmacott, &c.

SOLD BY ALL RESPECTABLE DEALERS.

A Picture Catalogue sent on receipt of two postage stamps, by JOSEPH CUNDALL, 12, Old Bond-street, London.

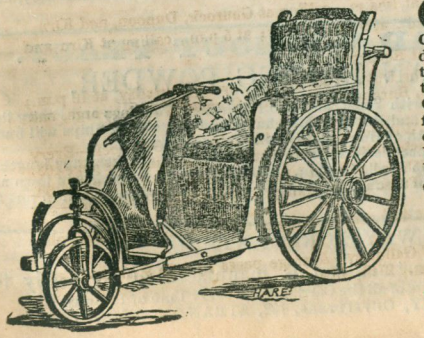
THE STELLA SALAD OIL and the MANDARIN PICKLE SAUCE are both quite new to this country. The oil is from the picked olives of the choicest estate in Italy, and consequently never loses its flavour. Sold in registered bottles and jars at 1s. 6d each (with excellent receipts for their use) by all respectable dealers in the United Kingdom.

WILLIAM ORRIDGE and Co., 11, Pilgrim-street, London, sole consignees.

PURVEYOR TO THE QUEEN.—MACKIE'S CELEBRATED BISCUITS. These very superior BISCUITS are recommended for general purposes—Dessert, Luncheon, Cheese &c., and will be found to possess every desirable quality. They are peculiarly crisp, of a fine, rich, agreeable flavour; and being made by powerful Steam Machinery, *without handling*, have a *refinement*, and *delicacy* not easily attainable by mere Manual Labour, and the rapidly extending Sale, arising solely from the Recommendation of those who have used them, is a sure test of their superiority.

J. W. MACKIE may be allowed to refer with great satisfaction to the Queen's approval of his Biscuits, as testified by his Official Appointment, a Copy of which accompanies each Tin.

Sold Wholesale, Manufactory, Princes-street, Edinburgh; 7, Windsor-place, City Road, London; 12, Union-street, Bristol. Retail by most respectable Grocers and Confectioners in the United Kingdom.



OF HIGH VALUE TO RESTORE AND PRESERVE HEALTH.—INVALIDS' OUT AND IN DOOR WHEEL CHAIRS of all designs, studious of comfort to Invalids, comprising the plainest as well as the most expensive constructions, from £3 to £35; second-hand as well as new. On Sale or Hire. Also Long Bed or Spinal Carriages, for the very debilitated. Any can be had with Hoods of Mackintosh, Leather, or Canvas. Self-acting Wheel Chairs, to suit the Drawing-room or Garden, by which any degree of exercise for the arms can be obtained.

Ingram's Manufactory,

29, City Road, Finsbury Square, London.

N.B.—An immense and varied collection of Children's Carriages for disposal, from Ten Shillings to Twenty Guineas.

DEFORMITIES of the CHEST and SPINE.—EAGLAND'S newly-invented INVISIBLE SPINE SUPPORT will be found well deserving the attention of the medical profession, and of persons suffering under spinal deformity and its consequences. As any attempt at a description must needs fall short of giving a correct idea of the plan itself, Mr. Eagland solicits an inspection. They are beautifully simple and eminently successful, quite imperceptible, and conceal the deformity from the keenest observer. Mr. E. has the pleasure to add that he is empowered to refer to ladies of the highest respectability as to the remedial effects produced by their use.—21, Coventry-street, Haymarket, London. Hours,—twelve till seven.

LEA and PERRIN'S WORCESTERSHIRE SAUCE not only gives an agreeable zest to almost every article of food, but by its tonic and invigorating qualities enables the stomach to digest it perfectly.

Sold by the proprietors, Lea and Perrin, 6, Vere-street, Oxford-street, London, and 68, Broad-street, Worcester; Messrs. Barclay and Sons; Messrs. Crosse and Blackwell; and generally by the principal dealers in sauces.

AT the MANUFACTORY, 451, Oxford-street, PAPER-HANGING and ORNAMENTAL PANELLED DECORATIONS for drawing rooms, painted and printed by first-rate artists, and fitted up in a suite of 14 rooms. French and all continental paper-hangings of the first class. A very superior imitative marble paper for halls, &c., 46 inches wide by 12 yards long.

The above-named rooms are all furnished with superior Cabinet Furniture, of the newest and most fashionable designs; Carpets, Rugs, Damasks, Tabrietts, and are all of the best quality and workmanship, and marked with plain figures at the lowest price.

At this Establishment a complete selection can be made for the Decorating of the Mansion or the Cottage to the final arrangement of the furnishing.—Brussels Carpets, all worsted, 2s. 11d. per yard.

E. T. ARCHER, 451, Oxford-street.

THE KALOS GEUSIS SAUCE.—Reform Club, Pall Mall, 21st December, 1847.

"Gentlemen,—I beg to acknowledge the receipt of your Sauce, which I must say is far superior in strength and flavour, than any which have been submitted to me.—I am, Gentlemen, most respectfully yours,

"To Messrs. Wm. Clayton and Co., 72, Watling-street." "A. SOYER.

This unrivalled adjunct to the dinner table or Cuisine, is almost the only Sauce used in those regions of Curries and Condiments, the East and West Indies, and the courts of France, Russia, and Austria; and whilst its fascinating flavour always elicits the highest encomiums, its wholesome and stimulating stomachic properties, render it an indispensable luxury.—To be had of all respectable Italian Warehouses, Fish Mongers, Druggists, and Grocers in the Metropolis and Cities of Great Britain, and wholesale only, at 72, Watling-street, City.

HOME-MADE BREAD WITHOUT YEAST.

BORWICK'S GERMAN BAKING POWDER,

for making Bread in one-fourth the time required with Yeast, and also for making Puddings and Pastry light and digestible with half the usual quantity of Eggs and Butter. Merchants and Captains of Ships will find it a valuable article of export, as it will keep any length of time, and is suited to any climate.

Being an effectual remedy for Indigestion, it is peculiarly suitable for invalids. It will keep any length of time.—Wholesale of G. Borwick and Co., 24, London Wall, London, and all wholesale Druggists in town and country. Retail by most Chemists, Grocers, and Flour Dealers, in 1d., 2d., 4d., and 6d. packets; and in tins for shipping, 1s., 2s. 6d., and 5s. each.

THRESHER'S RAILWAY PORTMANTEAU.

THIS Newly-Constructed Hand Portmanteau is manufactured expressly for Railway Travelling, and will fit under the Seats of all the Carriages, on every Line of Railway.

Sold only by THRESHER & GLENNY, OUTFITTERS, 152, STRAND, LONDON.

SOCIÉTÉ VIGNICOLE · BETTS FRÈRES · COGNAC CHAMPENOISE

Brown 4s. 6d. per bottle.
Pale 5s. ditto.

SMITHFIELD BARS · BETT'S PATENT · ST. JOHN'S BRANDY · PATENT CAPSULE

3s. per bottle.

BETTS IMPORTER · NASSAU SELTERS WASSER

5s. per doz. in original packages of 2½ dozen.

"THE STANDARD OF COGNAC,"

WHICH IS THE BEST FOREIGN BRANDY.

THE PATENT BRANDY and THE GENUINE SELTERS WATER, protected by the Patent Metallic Capsule, the only sure and self-evident safeguard against adulteration, can be obtained throughout the Kingdom at the respective prices above-mentioned, or at

7, SMITHFIELD BARS, AND 96, ST. JOHN'S STREET, LONDON.

LONDON, LEITH, EDINBURGH, AND GLASGOW.

Steam Shipping Company's Splendid and Unrivalled NEW STEAM SHIPS, are appointed to leave St. Katharine's Steam Wharf, near the Tower, for Edinburgh as follow:—

From St. Katharine's Steam Wharf, London.

ROYAL ADELAIDE,	Saturday, Sep. 2nd, at 10 p.m.	ROYAL ADELAIDE,	Wednesday, Sep. 20th, at 10 p.m.
„ VICTORIA,	Wednesday „ 6th, at 10 „	„ VICTORIA,	Saturday „ 23rd, at 10 „
„ ADELAIDE,	Saturday, „ 9th, at 10 „	„ WILLIAM,	Saturday, „ 30th, at 10 „
„ VICTORIA,	Saturday, „ 16th, at 10 „		

EDINBURGH and LEITH to LONDON.

ROYAL VICTORIA,	Saturday, Sep. 2nd, at 3 p.m.	ROYAL VICTORIA,	Wednsdy, Sep. 20th, at 3 p.m
„ ADELAIDE,	Wednesday „ 6th, „ 3 „	„ WILLIAM,	Saturday „ 23rd, „ 3 „
„ VICTORIA,	Saturday, „ 9th, „ 3 „	„ ADELAIDE,	Saturday, „ 33th, „ 3 „
„ ADELAIDE,	Saturday, „ 16th, „ 3 „		

FARES, (including provisions)—First Cabin £2 10s.; Second Cabin £1 10s.: Deck £1. Exclusive of provisions—First Cabin £2; Second Cabin £1 2s. 6d. Children above Two, and under Twelve years of age, Half-Fare.—Coach £8; Chariot, £7; Britzka £6; small, £5; Gigs, £3; Dog Carts, £3. Horse, £4; Pony, 12 and 14 hands, £3; Ditto under 12 hands, £2; Shetland Pony, £1; exclusive of provender, but including wharfage and shipping. Dogs, with food, 7s. 6d. each.

THOMAS DOWIE, Manager, 9, Waterloo Place, Edinburgh, and Upper Draw Bridge, Leith.

AGENTS,—JOSEPH ADAMS, Leith and Glasgow Wharf, and 82, Lombard St. London. H. UNDERWOOD 56, Haymarket, London. BLOSSOMS INN, Laurence Lane, Cheapside, London. ALEXANDER LAIRD & SON, 101, Union Street, Glasgow. STEAM-SHIP OFFICE, 9, Waterloo Place, Edinburgh.

KENT'S is the ONLY INVENTION for KNIFE CLEANING, for which Her Majesty's Letters Patent have been granted, and is distinct from all others.—Patronized by the various Public Institutions, City Companies, and principal Hotel and Tavern-keepers of London and the Provinces.—These Machines, by variation in size and price, are equally adapted for Private Families or Public Establishments; are portable, durable, ornamental in appearance, noiseless, and so perfectly cleanly, that they may be used in any apartment; are incapable of getting out of order, and so simple in operation, that the

SMALL ONES FOR FAMILIES MAY BE USED BY A CHILD,

whilst the saving in time and in Cutlery is immense, as the number of Knives each Machine is adapted to take are not only cleaned and beautifully polished, equal to new, in less time than One Knife can be cleaned on the Knife-board, but are not subject to the risk of injury they sustain when cleaned by the old method, nor can they ever be worn away at the points or backs.

To be had of the Manufacturer, 329, STRAND, London.

REMOVED FROM GRAY'S INN ROAD.

SHIP HOTEL, DOVER.—JOHN BIRMINGHAM.

This Hotel is most desirably situate, close to the Custom House, the Packet Quay for Calais, Boulogne, and Ostend, and within three minutes' walk of the Railway Terminus. Its aspect is southern, and it commands uninterupted views of the Castle, the Channel, and the coast of France; offering to the Continental and Home Tourist advantages of situation seldom possessed by any similar Establishment.

Carriages, Post Horses, and Omnibuses attend every Train.

ORIENTAL HOTEL, VERE-STREET, CAVENDISH SQUARE.—This celebrated Hotel, established in 1790, situated in the most central part of the West end, and so well known throughout Europe and British India, having undergone extensive alterations, as well as substantial and decorative improvements, has been recently RE-OPENED. The improvements comprehend, in addition to the usual Coffee Rooms, an elegant and spacious Divan, of superior ventilation, for the use of those visitors who wish to take their cigar. The private Dining Rooms, as well as the numerous Sleeping apartments, have all been refitted with new and elegant furniture.—The Cuisine is superintended by an experienced Artiste, and, to suit the tastes of Orientals, by whom this Hotel, under a different name, enjoyed a high repute, the celebrated Indian Cook, HADJEE ALLEE, of Calcutta, has been engaged expressly for Curries and other Indian dishes.—Wines of the most approved vintages have been laid in, and every exertion used to render the Establishment as perfect as possible in its various departments, so as to make it resemble rather a Bachelor's Club than an ordinary Hotel.—Dinners *a la Carte*. Joints from 6 to 8 o'clock. Beds for Gentlemen, 2s. 6d.

THE ANGEL HOTEL, ST. CLEMENT'S, STRAND, is especially recommended to the attention of Gentlemen and Families visiting London, who object to the noise of thoroughfares, as it stands in a large, airy, and quiet Court-yard. It is centrally situated, contiguous to the Inns of Court and principal Theatres; the rooms are light and spacious, and the charges will be found very moderate.

The MISSES WATSON, the Proprietors, beg to return their sincere thanks to those Friends and the Public, who have liberally patronized this Establishment for so many years, and trust, by constant attention to the comfort of their guests, to merit a continuance of their support.

CONVENIENCE AND ECONOMY.—To Railway Travellers and other Persons visiting Town.—CLIFFORD'S INN, COFFEE, and CHOP HOUSE, Clifford's Inn Passage, Fleet-street, near Temple Bar.—The Cheapest House in London; clean, respectable, and convenient accommodation.—Observe!!!—Clean and well-aired Beds, 10s. 6d. per week, with Breakfast included.

To meet the convenience of Parties arriving by various Trains and Packets, this House is open Night and Day. 2,969 OMNIBUSES pass and re-pass this House daily.—Take down the address; you will not equal it in London.—Bradshaw's Railway Guide regularly taken, which gives information of all Railways and Steam Packets.

WORTHING.—SEA HOUSE HOTEL.—Families and Gentlemen visiting this improving Watering Place will find at the above Hotel such comforts and accommodation as are rarely met with away from home.

The Hotel is in a direct line from the Railway Station, situated in the most central and cheerful part of the Town, commanding a front View of the Sea; with spacious Apartments suited for either large or small Families.

Also an excellent COFFEE ROOM, with moderate charges.—A fixed charge for attendance.

JOHN FOWLER, PROPRIETOR.

N.B.—Conveyances on the arrival of every train to and from the Hotel.

MR. & MRS. COCKER'S COMMERCIAL AND PRIVATE BOARDING HOUSE, 14, CHARTER-HOUSE SQUARE, ALDERSGATE-STREET, London, near to the General Post Office.—This central and pleasantly-situated House affords every comfort and convenience for Gentlemen or Families visiting London on business or pleasure. The situation is very open and airy.—Terms:—Bed, Breakfast, and Tea, 4s.; Dinner, if ordered, 2s.; Servants, 8d.—Private Rooms if required.

A person in attendance for night trains.

SOUTHGATE'S SOLID LEATHER PORTMANTEAUS.—These Portmanteaus are manufactured of leather dressed by the first London curriers. None but first-rate workmen are employed; and throughout their entire manufacture the greatest attention is paid to render them thoroughly durable and lasting, and worthy of the high character they have so long sustained for durability and strength.—Also, manufacturers of every description of Portmanteaus, Bullock, Camel, and Overland Trunks, and all articles for use in travelling.

JOHN SOUTHGATE & SON, 76, WATLING-STREET, CITY.

JACKSON & AINSWORTH,

IRON AND TIN-PLATE MERCHANTS,

AND WHOLESALE IRONMONGERS,

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Sheet Iron, Hoops, Steel, Wire, Nails, Castings, &c.

CLOCK & INSTRUMENT MAKER TO THE ROYAL OBSERVATORY.
BENNETT,
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Chronometer, Clock & Watch Manufacturer,
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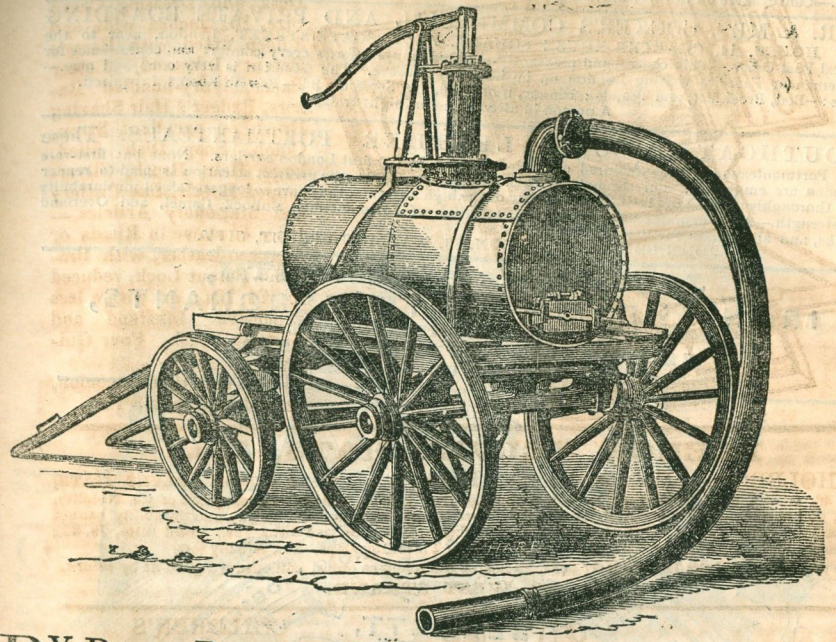
Dinner & Tea Services of Silver & Patent Electro Plate.
GOLD, SILVER, DIAMONDS & PEARLS.
Captains' & Shipping orders
BOUGHT OR TAKEN IN EXCHANGE.
at the Wholesale Prices.
Wedding Jewels of every Description.
GOLDSMITH & WATCHMAKER BY
APPOINTMENT TO THE QUEEN.
Mourning Rings made to order.
1000 THERMOMETERS, MAY
BE SELECTED FROM AT 1/- EACH.

DEANE, DRAY, & DEANE'S PATENT

CESS-POOL & TANK CLEANSER



BY Deane, Dray and Deane's Patent Cart or Waggon, a Cess-pool can be emptied in a remarkably short space of time, and without smell or dirt; and their simplicity and cleanliness while in operation is such, that they may be used as well by night as day. The Flexible Hose may be taken through any length of Passage, &c. to a reservoir that might be otherwise inaccessible, or left uncleansed, on account of the difficulty of getting at it. Cess-pools thus left cause much unhealthiness, especially where many of them are confined in the limits of a small neighbourhood. See Mr. Ellerman's "Letter to Lord Morpeth on Sanitary Reform and Agricultural Improvement," &c.

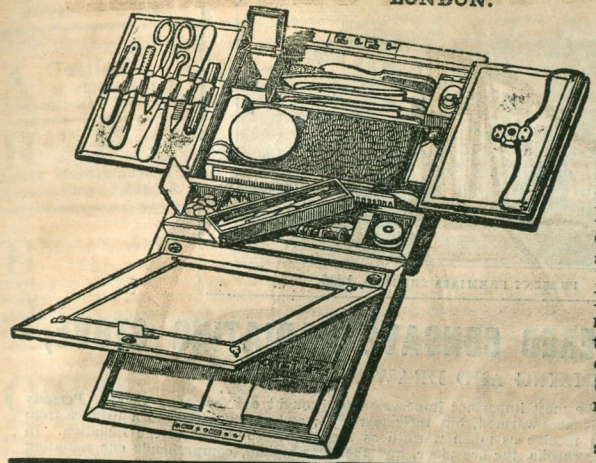
Agricultural Implement Depot, King William Street,
NEAR THE MONUMENT, LONDON BRIDGE.

This Article obtained the Silver Medal at the Royal Agricultural Meeting held at York, July 12th, 1848.

THE TOU IST'S COMPANION,

INVENTED BY BELLAMY SAVORY,

Stationer and Dressing Case Maker, British Paper Warehouse, 46, Cornhill, LONDON.



Comprehends both Writing Desk and Dressing Case; Size, 10¼ inches wide and 3 deep, fitted with Berry's Patent Inkstand, Letter Paper, ivory-handled Razors, Badger's Hair Shaving Brush, an excellent Strop, Comb, Soap Dish filled, large Hair Brush, Silver-capped Bottle, fine Cutlery and Stationery Articles.—Price of above in Russia or Morocco leather, with Bramah's Patent Lock, reduced to £4 10s.; or with a less expensive Inkstand and Shaving Brush, Four Guineas.

The Tourist's Companion, second quality, £3 10s.

FRENCH VELVET HATS, 16s.

J. HOLBROOK, Manufacturer and Importer of the FRENCH VELVET HATS, 46, WEST STRAND, nearly opposite the Lowther Arcade, solicits the attention of the Nobility, Gentry, and Public, to his superior Parisian Velvet Hats, which, for fineness, colour, and durability cannot be surpassed. First quality Velvet Hat, 16s. (usually charged 21s.); Second ditto, 12s.; Third ditto, 7s. 6d.; Best Beaver Hats, 21s.; Livery Hats, 12s. Ladies' Hats, Travelling Caps, &c., equally low.

A tape measure round the head sent by post, enclosing a post-office order, will ensure a good fit by return.

No. 46, WEST STRAND.

CHILDREN'S
CARRIAGES.

"And where the gardener, Robin, day by day
Drew me to school along the public way,
Delighted with my bauble coach, and wrapp'd
In scarlet mantle warm, and velvet capp'd,"

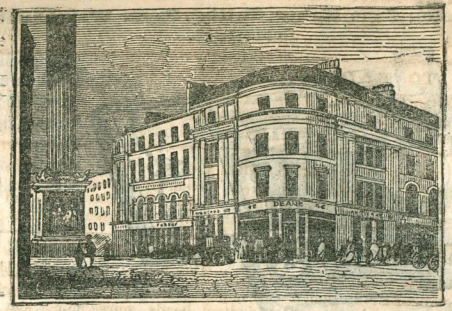
CHILDREN'S CARRIAGES of a very superior, elegant and compact build, and so easy and perfectly secure that children may be trusted for an airing to the most careless hands. Now in use from the palace to the cottage. Immense and varied collection, from Ten shillings to Twenty guineas. Children's Chaises, Vis-à-vis, Waggons, Phætons, Barouches &c.

INGRAM'S Invalid Wheel-Chair Manufactory,

No. 29, CITY ROAD, FINSBURY SQUARE, LONDON.

N.B.—Illustrated Catalogues.

ESTABLISHED ON OLD LONDON BRIDGE, 1700.



PRESENT PREMISES ERECTED, 1833.

DEANES' REGISTERED CONCAVE RADIATING STOVE,

FOR DINING AND DRAWING ROOMS.

This Stove contains some of the most important improvements brought out for many years. Persons sitting by it will not only have their faces warmed, but their feet also; and persons sitting at a distance from it, in any part of a large room, will receive as much warmth as they need—so perfect is the radiation. In fact, the whole mass, comprising the cheeks, the fire place, and the hearth plate, comprehends one radiating surface, with other minor improvements introduced, which secure a wholesome ventilation and a great economy of heat. Foreigners often complain of English stoves that they consume vast quantities of fuel with a very chilly result; and the Englishmen often complain of Continental stoves that they half suffocate, although it is true they sufficiently warm.

DEANES' CONCAVE RADIATING STOVE

avoids all these objections, in securing every benefit a stove is intended to afford. The Stove is always in operation in the Stove and Fender Department of George and John Deane's General Furnishing Warehouses and Show Rooms, and every explanation will be most readily furnished to persons desirous of becoming acquainted with this highly useful invention.

DEANES' CHAIN SPRING CANDLE LAMP.

That taste for Cleanliness which characterises the domestic economy of the English people, has made the Candle Lamp an universal favourite. Perceiving this, GEORGE and JOHN DEANE have devoted their attention to improving the article, and the result is their CHAIN-SPRING CANDLE LAMP. The peculiar contrivance by which it is distinguished cannot be described in a brief advertisement; but it really perfects the invention, and may be seen in the lamp department of George and John Deane's Warehouse, Show Rooms, and Manufactories. Old Candle Lamps fitted on the new principle at a very trifling cost. Lamps, Candles, Oils, and Camphine (at 4s. per gallon,) delivered by Deanes' carts in all parts of the metropolis and its suburbs daily.

GEORGE AND JOHN DEANE'S

STOVE, GRATE, AND FENDER, BATH AND GENERAL FURNISHING IRONMONGERY WAREHOUSE AND SHOW ROOMS,

OPENING TO THE MONUMENT

46, King William Street, London Bridge.

Etonian & General Life Assurance & Endowment Society,

FOR ASSURING THE LIVES OF PERSONS IN EVERY STATION.

OFFICE—16, HANOVER-STREET, HANOVER-SQUARE.——W. P. PICKERING, SECRETARY.

TO RAILWAY COMPANIES.

A Gentleman who has had considerable experience in business for the past seven or eight years, is anxious to obtain a situation on a Railway. Unexceptionable testimonials can be produced.—All Letters addressed to A. Z., Post Office, Bristol, will have immediate attention.

HADJEE ALLEE, the celebrated Indian Cook, from Calcutta, is permanently engaged at the ORIENTAL HOTEL, Vere-street, Cavendish-square. Hadjee Allee prepares, daily, Sultan Mulligatawney, Dool, Madras, Fish, and Malay Curries; Indian Dupeajja and Koorma, Jerda and Krooma Plow, Indian Coaptu, Kitcheree, Maucooty, and other favourite Oriental dishes.

WOODS AND THOMAS, MANUFACTURERS,

BEG to invite Merchants, Captains, and the Trade to inspect their STOCK OF STEEL, gold, and metalic PENS, pencil cases, penholders, pencils, letter clips, inkstands, tea-trays, pen and pocket knives, razors, scissors, gilt and steel beads, purse slides and tassels, fancy studs, buttons, hooks and eyes, thimbles, needles, pins, dress fasteners, stay hooks, metallic holes, dress steels, steel busks, stock and brace buckles, elastic wire, book clasps, key rings, copying presses, medals, percussion caps, &c.—94, Cheapside.

THE BRITISH ARMY DEPOT OF PORTABLE FURNITURE.

OFFICERS and GENTLEMEN entering the Army are respectfully urged to inspect PRATT'S Establishment for the exclusive sale of Military Bedsteads in Brass and Iron, Oak and Mahogany Drawers in Cases, Wash Stands, nests of Kettles, Canteens, and every requisite for Barracks, Cantonments, and Routes, from which Outfits can be had, moderately priced for the best manufacture. A complete Outfit, comprising Bedstead, with Bedding complete; Portable Arm-chair, Drawers, and Cases; Wash Stand, with Fittings and Tub, for £30.—123, NEW BOND-STREET, AND 19, COCKSPUR-STREET, LONDON.

LIMBIRD'S, 143, STRAND, LONDON.

TRAVELLERS WILL FIND AT J. LIMBIRD'S, 143, STRAND, between Waterloo Bridge and Somerset House, an Extensive ASSORTMENT of Travelling Writing Desks, Despatch Boxes, Stationery Cases, and Dressing Cases. Also **Ladies'** Companions, Dressing Cases, and Work Boxes, Blotting Books, Portfolios, Pamphlet Boxes, and Envelope Cases; Railway Companions, Gold and Silver Pen-Holders, and Ever-pointed Pencil Cases. A Card Plate Engraved for 2s. 6d.—100 Cards printed for 2s. 6d.; and every article of Stationery of the Best Quality and at the Lowest Prices.

J. LIMBIRD, 143, STRAND.

GENUINE HAVANNAH CIGARS;

Also Toswill and Co.'s Union Cigars, equal to Foreign, 12s. 6d. per lb.

The finest qualities may be had at the warehouses of Messrs. TOSWILL and CO., merchants and manufacturers, 6 and 7, Pudding Lane, Eastcheap, near the Monument, London.—Genuine Foreign Havannah Cigars, 18s. 6d., 20s., 21s., and 22s. per pound, in Cubanas, Reolidads, Silvas, Dos Amigos, &c.; British manufacture, made from the finest tobacco imported—Cheroots, 6s.; Mexicans, 7s.; Ambrosials, 7s. per lb; Cuba Cigars, 7s.; Havannah, 7s. 6d.; very superior, 8s. 6d.; Cubanas, 8s. 6d.; Silvas, 8s. 6d; Lopez, Trabucas, Regalias, Principes, Fraganzas, &c.

IF so, use BRANDE'S ENAMEL for filling the Decaying spots, rendering defective teeth sound and painless. Price ONE SHILLING only: similar to that sold at 2s. 6d. SOLD BY CHEMISTS EVERYWHERE.

TESTIMONIALS:—"It has given me the use of one side of my mouth, which luxury I had not enjoyed for about two years."—E. J. Macdonald, of Belford, Northumberland. "It is the most effective and painless cure for tooth-ache I have ever found. I have no hesitation in recommending it to all sufferers."—Captain Thomas Wright, 12, Newington Crescent, London. "I have filled two teeth, and find I can use them as well as ever I did in my life. I have not had the tooth-ache since."—Abraham Collins, North Brook-place, Bradford, Yorkshire. See numerous other Testimonials in various newspapers; every one of which is strictly authentic.

If any difficulty in obtaining it occurs send ONE SHILLING and a STAMP to J. WILLIS, 4, Bell's Buildings, Salisbury Square, London, and you will ensure it by RETURN OF POST.—AGENTS WANTED.

CHADBURN BROTHERS'

Mathematical and Philosophical Exhibition Rooms,

ALBION WORKS,

NURSERY-STREET, SHEFFIELD.

VISITORS and the Public are respectfully invited to inspect the above Rooms, which contain a great variety of interesting Apparatus, Models, &c.; and all kinds of Spectacles, Telescopes, Microscopes, Opera and Reading Glasses, Optical Lenses, Cameras, Lanterns for Dissolving Views, &c.; Barometers, Thermometers, Syringes, Indicators, Surveyors' Instruments, &c. &c. &c.

Persons requiring Spectacles for assisting or preserving the Sight, will have those that are best adapted to their vision and occupation, C. Bros. having the most extensive experience in the manufacture and adaptation of Spectacles.—Price from 1s. to 50s. per pair.

Wholesale and Retail Lists of Prices may be had on application gratis.

LONDON COMMERCIAL EXCHANGE COMPANY.

OFFICE, 44, CONNOR-STREET, CITY, LONDON.

THIS COMPANY was incorporated under Act of Parliament in 1845, to enable holders of Railway Property to obtain advances by way of Loan on the deposit of their Stock. Since that period additional powers have been acquired to supply a deficiency in the Act of Incorporation, and the Company is now empowered and prepared by its authorised officer to act as a Public Agent in the buying and Selling Railway Shares, Debentures, British and Foreign Stock, &c. at the ordinary rates of Commission.

The Agency of the Company will be productive of many advantages, first, by enabling both buyers and sellers to effect their respective objects more beneficially than through the usual channels, inasmuch as, from a large connection and numerous orders, it will be to the interest of the Company to publish lists of Shares ready for negociation, from which the public may select, *without payment of Brokerage*, and in many instances save what is known as "the turn of the market;"—and as the margin between *buying* and *selling* prices will thus be obviated, these transactions will be made to approximate more closely with the usual mode of legitimate business.

Another important advantage is the security offered for the absolute Transfer of whatever Shares may be sold through this office, it being notorious that the liability of Railway Shareholders is often inconsiderably continued after their beneficial interest in the shares has ceased, owing to the *non-registration of the Deed of Conveyance*. This Company proposes to obviate the difficulty in every practicable case, by registering Transfers previous to delivery of the Share Certificates.

The regulations on which orders will be received are appended to the Prospectus of the Company, which may be had on application to

J. B. BALCOMBE, SECRETARY.

COCOA and CHOCOLATE.—J. S. FRY and SONS, inform the public that their various articles are on sale by all respectable Grocers and Tea dealers.

FRY'S SOLUBLE COCOA requires no boiling; is an article in general consumption; its highly nutritious qualities and fine flavour, combined with the economy resulting from its use, render it at once adapted for every class of the community.

FRY'S HOMŒOPATHIC or DIETETIC COCOA is peculiarly mild, and admirably adapted to the impaired digestion of the invalid; is carefully manufactured by them of the finest quality, and is strongly reccommended for the delicate; it is also suited for general use. This article is devoid of any quality which would in the slightest degree counteract the effect of homœopathic medicines.

FRY'S CHOCOLATE or COCOA PASTE, in Half Pound Pots, CHOCOLATE POWDER in Half Pound Canisters, BROMA, GRANULATED COCOA, and SOLUBLE CHOCOLATE, are articles easy of solution, and require no boiling, from either of which a cup of chocolate or cocoa may be made in one minute at the table, and are adapted to the use of invalids, persons residing in chambers, or small families,

FRY'S PATENT COCOA, Churchman's and other CAKE CHOCOLATES, which have invariably maintained the highest character for quality and flavour, continue to be made at their Manufactory in Bristol, which has been established for more than one Century.

FRY'S Refined ROCK COCOA, in Quarter Pound Packets, made from the best Trinidad Cocoa Nibs, is recommended as a most nutritious article for breakfast, containing all the full flavour of the genuine nut.

Ground COCOA NIBS, a genuine article in Half Pound Packets, manufactured by J. S. Fry & Sons from carefully selected Trinidad Nuts.

The above articles are sold by all Tea dealers and Grocers in London and the chief towns in great Britain and Ireland.

DINNER, DESSERT, BREAKFAST, and TEA SERVICES, Toilet Sets, Porous Wine and Butter Coolers, Table and Ornamental Glass of every description, Ornamental China, Alabaster Vases and Figures, Papier Maché and Iron Tea Trays, Papier Maché Work Boxes, Desks, Folios, Inkstands, Hand Screens, &c.; Lustres, Lamps, and Chandeliers, fitted to burn candles, oil, or gas; Hall Lanterns, stained or plain, &c. A Table Service to dine 12 persons, 108 pieces, £2 2s. to £3; a Tea and Coffee Service in Porcelain, with Gold, 18s. 6d.; Cut Quart Decanters, 10s. pair; Cut Wine Glasses, 4s. dozen; Pressed Tumblers, 4s. 6d.; Cut ditto, 5s. 6d. dozen; a Set of Papier Maché Trays, 14, 22, and 30 inch, 25s. the set. The Stock of this Establishment is the largest of the kind in the Metropolis, and contains the greatest number of modern patterns, kept constantly on hand for the purpose of matching.

GEORGE B. SANDERS 319, High Holborn. London, opposite Gray's Inn.

ELEGANCE, Economy, Usefulness.—The GUTTA PERCHA ESTABLISHMENT, 98, NEW BOND-STREET, is now replete with numerous useful and ornamental articles, consisting of Picture-frames, Inkstands, Dessert and Card Plates, &c., Medallions, Devices, &c., Buckets, Bowls, Riding and Driving Whips, Cricket, Tennis, and other Balls, superior to all others, Tubing for Garden and other purposes. The Cart Harness, Head Stalls, Traces, &c., are worthy of particular attention, and require no oiling. Ladies' and Gentlemen's Boots and Shoes, Clogs, and Goloshes, warranted impervious to wet, and in all respects superior to Leather.—ALEXANDER THORN, 98, NEW BOND-ST.

ECONOMY, USEFULNESS, ELEGANCE.—WASHBOURNE'S GUTTA PERCHA HARNESS WAREHOUSE, 546, OXFORD-STREET, and manufactory, REGENT STREET, CITY-ROAD, offers great inducements, not only to those requiring Harness, but for every description of manufacture of Gutta Percha. Whips plated and solid; Mill-bands, Tubing, Picture-frames, Inkstands, Medallions, Imitation Carvings, Buckets, Bowls, Cricket and other Balls; and every new manufacture of Gutta Percha, as soon as brought out.—W. E. WASHBOURNE attended the Meeting of the Royal Agricultural Society at York with specimens of his Gutta Percha Harness, &c.—Licensee under the Company.

PATENT CURVILINEAR DECANTER BRUSH.—T. TRING begs to direct the attention of the nobility, gentry, and the public, to his PATENT BRUSH for thoroughly cleaning Decanters, Water-bottles, Cruets, and Bottles of every description. Price 6d. to 1s. each. To be had of all respectable Brushmakers, Oilmen, and at the Depot, Everett's Advertising Agency Office, Johnson's Court, Fleet Street; and of Rigby Brothers, Gracechurch Street, London.

GUTTA PERCHA.—BOOTS AND SHOES Soled with this material, being eminently non-conductors of heat, are exceedingly pleasant wear for tender feet, and however slight the soles, impenetrable by showers or salt water, therefore invaluable to TOURISTS AND VISITORS TO THE SEASIDE. The idea that atmospheric heat has any detrimental effect upon Gutta Percha is a FALLACY; and in no known instance have Soles failed in adhering, which may not be ascribed to neglect of the Company's printed directions.

The more recent productions in Gutta Percha are elaborate cornices, highly-enriched console tables, mouldings, panellings; picture frames in every variety of finish and relief; dessert services, flower vases, fountains, inkstands, medallions, buckets, bowls, bottles, paper weights, pen trays, &c. Tubing also of all sizes from one-eighth of an inch to four inches diameter, impervious to water, and unaffected by acids, alkalies, &c. For lining cisterns, sinks, galvanic troughs and batteries, Gutta Percha offers innumerable advantages, and may fairly be said to be *the* discovery of the age.

To the Clergy in general, and to Architects, Builders, and Decorators.

STEPHENS'S LIQUID OAK, MAHOGANY, and SATIN-WOOD STAINS, for Staining various sorts of inferior Woods, so as to give them the appearance and character of the more costly and ornamental kinds; also for reviving the more natural colour of wood carving and panellings, and other ornamental wood work, when such has become faded from age or other causes. In the building and decorating churches, where it is desirable to give to the cheaper kinds of woods the appearance of antique oak, or to make deal assume the character of oak panelling, whereby the effect of the more costly may be produced by the use of a cheaper material, these Stains will be found more effective than any means hitherto employed. In old mansions and halls, where the wood carvings and pencillings have faded, the applications of these Stains will be found to revive and bring back the rich natural colour, and which colour may be varied from the higher to the deeper shades of the most antique oak. For the exposed timbers of the inside of the roofs of churches, for which north-country timbers and deals are generally used, by brushing them over with the Stain, which operation is very rapidly, and of course economically effected, the appearance of an oaken roof will be produced. For colouring the backs of the seats, pews, the fronts of galleries, the pulpit, &c., it is equally advantageous.

Prepared by HENRY STEPHENS, and may be obtained at 54, Stamford-street, Blackfriars, London; at the office of the *Builder*, 2, York-street, Covent Garden; at which places specimens of their application may be seen; at Mr. J. BARNES'S, Chemist, Fishergate, and Mr. CLARKE'S, Bookseller, Church-street, Preston; and in Manchester at Mr. JACKSON'S, Decorator, 17, Brazennose-street.

TARTAN WOOD WORK OF SCOTLAND,

GEMS AND PEBBLES,

Travelling Cases, Writing Desks, Despatch Boxes, Dressing Cases, Work Boxes, &c., &c.,

AT S. WOOLFIELDS, 28, BUCHANAN STREET,

CORNER OF THE ARCADE, GLASGOW.

STRANGERS AND TOURISTS

WILL FIND AT THIS ESTABLISHMENT THE MOST EXTENSIVE ASSORTMENT OF

SCOTCH PEBBLES, BROOCHES, BRACELETS, &c.

of the newest and most elegant designs; also the greatest variety of novelties in the far-famed

SCOTCH WOOD WORK,

exquisitely painted with Views, National subjects, Clan Tartans, &c., as

SNUFF BOXES, CIGAR CASES, TABLETS, NEEDLE BOOKS, CARD CASES, WORK BOXES,

and numberless little fancy articles. The Stock of

Dressing Cases, Writing Desks, Work Boxes, and Travelling Cases

(Manufactured on the Premises) will be found the most extensive and complete in Scotland.

The Combination Travelling Case

For LADIES or GENTLEMEN (invented and manufactured by S. WOOLFIELD) is the most portable and useful ever made, comprehending all in one a WRITING DESK, with all the necessary materials, a completely fitted DRESSING CASE, and (for Ladies) a furnished WORK BOX, and yet is only half the size of an ordinary Dressing Case.

At this Emporium may also be inspected an infinite variety of

PAPIER MACHE ELEGANCIES, INK-STANDS, FOLIOS, DESKS, &C.

BEAUTIFUL

Bohemian & Parisian Glass & China Ornaments,

ELEGANT WORK TABLES,

FRENCH CLOCKS, TEA TRAYS, AND WAITERS,

ELECTRO-PLATED & NICKEL SILVER SPOONS, FORKS,

TODDY LADLES, &c.

The Finest Sheffield Cutlery,

and an assortment of useful and fancy Home and Continental manufactures, not to be equalled in novelty, variety, quality, or price.

The whole Stock is marked the lowest price in plain figures, from which no deviation can be made.

S. Woolfield's Wholesale and Retail Warehouse,

28, *Buchanan-street, (corner of the Arcade,) Glasgow.*

Manufactory, Mitchell Lane.

Mourning; Court, Family, and Complimentary.

THE Proprietor of the LONDON GENERAL MOURNING WAREHOUSE begs respectfully to remind families whose bereavements compel them to adopt mourning attire, that every article (of the very best description) requsite for a complete outfit of mourning, may be had at his establishment at a moment's notice. **Widow's and Family** Mourning is always kept made up, and a note descriptive of the mourning required will insure everything necessary for the occasion being sent immediately, and on the most reasonable terms.

W. C. JAY, Proprietor,

247, 249, 251, Regent-street.

USEFUL NOVELTIES IN PAPIER MACHÉ,

AT J. W. SHERRIFF'S, 11, LUDGATE-STREET.

PAPIER MACHE TEA TRAYS, Set of Three for 35s.; **Tea Caddies, 18s., Note Cases, 6s. 6d., Knitting and Work-boxes, Envelope Boxes, Ladies' Boudoir Desks, Boudoir Tables, Albums, Card Cases, Card Plates and Racks, Inkstands, Hand Screens, &c. &c.,** all new and elegant patterns, at astonishingly low prices.

J. W. SHERRIFF,

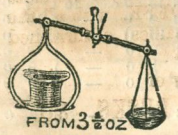
STATIONER AND FANCY GOODS WAREHOUSE,

11, LUDGATE-STREET, ST. PAUL'S, next door to Everington's.

The Trade supplied. Country Orders must be accompanied with a respectable reference in London, or a Post-office Order for the amount.

AIR GUNS and AIR CANES.—An entirely new and further improved assortment of these portable and silently destructive weapons, NOW ON SALE, adapted by REILLY, sole Manufacturer, for killing Rabbits, Rooks, Sea Fowl, &c., with Ball, small Birds, Vermin, collecting rare specimens, &c., with Shot. Fish, near the surface of the water, with Harpoons and Line. Prices, commencing at 55s. each, Pump and Apparatus complete. See Treatise, price 6d. per post 8d. Trial on the Premises.—REILLY, Gun Maker, New Oxford-street, London (the Elizabethan Building).

EXTRAORDINARILY LIGHT HATS.



GEORGE ARNOLD, (late Perrin) 57, CHEAPSIDE, two doors east of Bow Church, confidently recommends his unusually Light HATS to those Gentlemen who can appreciate such a luxury, which G. A. offers at the low price of 12s. for cash, and warrants they shall not exceed in weight 3½ ozs. Also his Town-made Beaver Hats, remarkable for their shortness of Nap, which have given general satisfaction, at the low charge of 17s. 6d. Paris Hats, 6s. 6d. and upwards. Gossamer, 4s. 9d.; extra light Paris Hats, weight 3½ ozs., 12s. each, invaluable to sufferers from Head Ache. N.B.—Livery Hats, 8s. 6d.; with Gold Bands included, 13s. 6d.

WATERPROOFING FACTS.

THE NEW DREADNOUGHT COATS AND CAPES, made by J. C. CORDING, will be found by Sportsmen, Sailors, and Travellers to be the best articles ever made up for their use. They will resist the heaviest rain and the fiercest tropical heat for any time, and their durability is equal to their waterproof qualities. Trowsers, Leggings, Sou-Westers, Caps, and Gloves, of the same proofing. Officers and others going to the Colonies will find these articles invaluable. Gentlemen who drive should use Cording's New Waterproof Driving Aprons and Coats, the most serviceable and complete things of the kind, and approved by all who have tried them. Ladies' light Riding-Capes, with Hoods and Sleeves. Cording's improved Sheet India-rubber Boots are superior to anything hitherto made for the comfort of anglers and snipe shooters; they are light, pliable, and never crack, impervious to water for any length of time, and require no dressing to keep them in condition. A new and excellent Oil-proof Cape for labourers and keepers, warranted not to crack, from 3s. 6d. each, or 40s. per dozen upwards. London, J. C. CORDING, 231, Strand, five doors West of Temple, and No. 3, Royal Exchange, (the South Side.)

I. TERRY, (late Westwood,) 37, Haymarket.

I. T. is now selling SILVER LEVER WATCHES, Capped, Jewelled, and all the latest improvements, £4 4s. Ditto, in Gold Cases, £11 11s. Manufactured on the premises, and warranted not to vary more than half a minute per week.

He begs to attract the notice of Travellers, Professional men, &c., to his HOROLOGICAL MONITORS, which reminds the owner of any appointment he may have in the day, and will awake him at any hour of the night. Price from £4 to £6, with Lever escapements.

The above will be sent free by post on receipt of a shilling above the price.

JOSEPH LOADER,

FURNITURE AND LOOKING-GLASS MANUFACTURER,

23, PAVEMENT, FINSBURY, 23,

LONDON.

THE extensive celebrity of JOSEPH LOADER'S Establishment, for twenty-five years, for all articles appertaining to the Upholstering Business, affords a certain guarantee to all purchasers from his stock, that whatever they may select will be of the most approved fashion and best workmanship, moderately charged.

A tasteful assortment, suitable to the decoration of the dining, drawing-room, library, and boudoir, is uniformly kept, comprising chairs, tables, pier and chimney glasses, chiffoniers, drawers, wardrobes, carpets, mattresses and bedding, at regularly fixed prices, corresponding with the wants or elegancies of household economy. Also self-acting reclining chairs and couches, suitable for the ease and comfort of an invalid, offered on terms with which none but first-rate houses can successfully compete.

Descriptive Catalogues may be obtained on application, by any party who may be desirous to make SPECIAL CONTRACT for any requisites for the commencement or completion of housekeeping, coupled with suggestions essential to ensure comfort and respectability.

J. L. also calls particular attention to his Patent Air-tight Bed Steps, carpeted and polished, at £1 9s. to £1 15s., equal to the most expensive commodes.

PRESENT TARIFF.

	£	s.	d.		£	s.	d.
Solid Rosewood Chairs, French-polished	0	15	0	each to	1	2	0
Sets of Eight Mahogany ditto	4	4	0	—	4	10	0
Sets of Eight Mahogany Trafalgar	4	16	0	—	5	10	0
Gondola Easy Chairs (in leather)	1	8	0	—	1	16	0
Langham Easy Chairs, spring stuffed	1	1	0	—	1	8	0
Reclining Chairs, in leather, spring stuffed	2	0	0	—	3	5	0
Patent Reclining Chairs, with leg-rest, stuffed all hair, in morocco leather, on patent castors	6	0	0	—	8	10	0
Mahogany Lounging Chairs, carved throughout, spring stuffed, in morocco, on patent castors	3	4	0	—	3	10	0
Couches, with loose squabs, all hair	2	15	0	—	3	15	0
Mahogany Loo Tables, French polished	2	11	0	—	2	14	0
Rosewood ditto, on pillars	3	10	0	—	4	8	0
Rosewood Chiffoniers, with carved backs and marble tops, 3 ft., carved	3	5	0	—	3	10	0
4-ft. Carved Mahogany Sideboard, with drawers and four doors, cellarets and Trays Complete, French polished	4	12	0	—	5	15	6
Mahogany Dining Tables, with sliding frames, loose leaves, and Castors	3	12	6	—	5	5	0
Mahogany Bedsteads, with cornices or poles, sacking or lath bottoms, polished	4	0	0	—	4	15	0
Superior ditto, massive pillars, carved, double screwed, and bracketed round	6	6	0	—	7	15	6
3-ft. 6-in. Elliptic Wash-stands, marble tops	2	12	6	—	3	12	6
Dressing Tables en suite	2	5	0	—	2	11	0
Winged Wardrobe, with drawers in centres	8	10	0	—	15	0	0
3-ft. Mahogany or Japanned Chest of Drawers	1	5	0	—	1	15	0
Chamber Chairs, with cane or willow seats	0	3	0	—	0	5	0
Chimney Glasses, in gilt frames, 30 by 18 to 40 by 24 inches	2	1	0	—	3	17	0
Alva, or Wool Mattresses, four feet six inches	0	16	6	—	0	17	6

*** Shipping and country orders promptly executed, and the customary allowances made in all wholesale transactions.

JOSEPH LOADER'S Establishment, 23, Finsbury Pavement, London, to whom it is requested, as a favour, that all letters may be addressed in full.

To Strangers visiting Edinburgh, &c.

M. COHNERT,

Jeweller, Watchmaker, and Importer of Foreign Fancy Goods,

Nos. 9 & 10, LEITH-STREET, EDINBURGH;

(First Jewellers' Shop from Register Office, same side.)

From Strangers at present in, or those who have any intention of visiting

THE MODERN ATHENS,

M. C. would earnestly desire a call and inspection of his most Extensive Assortment of SCOTCH PEBBLE BROOCHES, BRACELETS and CHAINS, of the newest and most elegant designs; GOLD and SILVER WATCHES, of London and Geneva make, both new and second-hand; all kinds of Jewellery and French Fancy Goods; Cabinet Goods in Work Boxes, Writing Desks and Dressing Cases; Accordions and Musical Boxes, all sizes; Marriage Presents in great variety; also, the **JENNY LIND BROOCH**, M. C. would particularly call attention to this handsome and unique ornament, (presented to and worn by Mdlle. JENNY LIND when in Scotland,) which he begs leave to inform the public, can be worn at any time, as there is nothing exclusive in the design. Strangers wishing a present for their friends at a distance could not get anything more appropriate, as they are of all prices from 12s. 6d. to £6 6s., being two sizes in gold and two in silver, and they can he had only at this establishment, none being genuine without the Government Stamp and Mr. Cohnert's name on the back.

GLASGOW.

Kemp's Clan and Fancy Tartan Warehouse,

(ESTABLISHED 1832)

47, BUCHANAN-STREET (OPPOSITE THE ARCADE).

DAVID KEMP respectfully invites the attention of the Nobility, Gentry, and Strangers visiting Glasgow, to an inspection of his MAGNIFICENT STOCK OF TARTANS, in all the Ancient Clans, as well as the beautiful Fancy Patterns of this year's production, which are newly introduced.

The NEW STYLES produced by Messrs. ROXBURGH & SON have been submitted to Her Majesty, who, in selecting several large Double Shawls, was graciously pleased to express her admiration of the good taste and evident improvement in this year's Shawls.

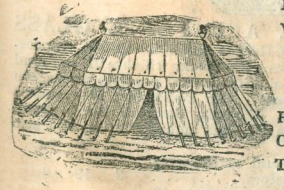
The LARGE DOUBLE SHAWL, or PLAID, forms a complete envelope, and can be worn either as a Shawl or Cloak, and are to be seen at KEMP'S Warehouse, in the most chaste and beautiful Mixtures, in great variety, and very moderate in price.

Saxony Tartans for Dresses.——Spun Silks in the Clans and New Fancy Styles.

Gentlemen's Plaids in the New Mixtures.——Ladies' Travelling Cloaks.

TO RAILWAY COMPANIES AND OTHERS.

FLEXIBLE WATERPROOF TRUCK SHEETS supplied and kept in Repair by Contract. Every Sheet Warranted of the best Canvass, and prepared with a Composition adapted to any Climate. Also, MARQUEES, TENTS, and FLAGS, for Hire or Purchase.



Railway Wrappers, Kerseys, Horse Rugs,

Waterproof Coats and Capes.

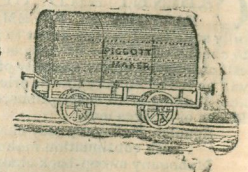
Do. Coach, Omnibus, & Chaise Aprons

Do. Loin Cloths, Waggon and Cart Covers.

Hair Cloth, Woollen Titting.

Corn, Flour, Coal, and Coke Sacks.

Tarpaulins on Hire.



And sold on very reasonable Terms by

WILLM. PIGGOTT, 115, FORE-STREET, LONDON,

Marquee Manufacturer to Her Majesty's Honourable Board of Ordnance.

EMIGRANTS' TENTS, £4 4s.

NATURE'S CHIEFEST ORNAMENT.

ALL who are aware of the great importance of a Fine Head of Hair, and its paramount interest over all that pertains to the cultivation of the graces, have hailed the introduction of the **BALM OF COLUMBIA** to their notice with the liveliest satisfaction. Of this high appreciation **C. and A. OLDRIDGE** have the most convincing proof, in the numerous voluntary testimonials and recommendations which they have received and published by permission from time to time. The following letter is strongly expressive of the advantages resulting from its use:—

The Farm, Lymington, Hants, Feb. 9, 1848.

"GENTLEMEN—In justice to you I think I ought to tell you that your 'BALM OF COLUMBIA' has entirely restored my hair, which, from a long residence in the West Indies, and illness there, was nearly all gone before I began to use it. I have no objection to you making use of my name in any way as regards the sale of your BALM OF COLUMBIA. I think it a duty I owe to the public in general.—Your obedient servant,

J. DELAP WILSON."

"To Messrs. C. & A. Oldridge,

"1, Wellington-street, the Second House from the Strand, London."

Price 3s. 6d., 6s., and 11s. per bottle. No other prices are genuine. **Ask for OLDRIDGES' BALM.**

BY HER MAJESTY'S ROYAL LETTERS PATENT.

NOTICE.—T. MASTERS & COMPANY, 294, Regent Street, and 7,

Mansion House Street, London, beg to inform the Nobility, Gentry, and Public generally, that they are the ORIGINAL INVENTORS and SOLE PATENTEES of the

FREEZING AND COOLING MACHINES,

by which BLOCKS OF ICE may be congealed of any weight. DESSERT ICES produced, WINE, &c. cooled, at the same time, at a trifling cost.

Extract of a Letter from Brigadier-General Dyce, Commanding Northern Division, Wallace, near Vizagapatam:—

"Sept. 3rd, 1847.—Your apparatus only requires to be known to become part of the Furniture of every house in the interior of India. I beg you will send me six Machines, together with a good supply of Freezing Mixture."

Extract of a Letter from Dr. Ryan, Lecturer at the Royal Polytechnic Institution, &c.:—

"May 9th, 1846.—Dear Sir,—I have witnessed the experiments with your Patented Freezing Preparation WITHOUT ACID, and gladly bear testimony in favour of its cheapness and rapidity of action.

JOHN RYAN, M.D."

"Yours, &c.,

The cost for Cooling Wines, &c., will not exceed sixpence per dozen bottles in the hottest climates.

N.B.—T. M. & Company will guarantee to produce Ice in any room heated to 200° Fahrenheit in two minutes, without Ice or Acids.

THE IMPROVED PATENT BUFF ROTARY KNIFE CLEANING MACHINE, by which a dozen Knives can be Cleaned and brilliantly Polished in one minute.—Price £2 10s. and upwards.

EVERY MACHINE WARRANTED.

RICHARD A. C. LOADER'S CABINET FURNITURE

CABINET AND UPHOLSTERY WAREHOUSE, AND PLATE GLASS FACTORY, 24, PAVEMENT, FINSBURY, LONDON, 24.—RICHARD A. C. LOADER, respectfully solicits all parties about to furnish, and requiring Furniture, to inspect his stock, which will be found to consist of the newest designs of furniture, of the best seasoned materials, at the lowest possible prices. An estimate given of any quantity of Goods, from one room to an entire house. The Upholstery Department will be found equally low in price. All qualities of Goods always in stock. Carpets, Floor Cloths, Matting, and Bedding of all descriptions, at very reduced prices. Books of Prices may be had on application, and also Books of designs lent.

	£	s.	d.
Spanish Mahogany easy chairs, real morocco leather, stuffed all hair, and spring seats, with continuation mahogany mouldings to the back, on patent castors.....	2	12	6
Mahogany sweep-back chairs with Trafalgar seats, stuffed with all best horse hair, in hair seating, carved and splat polished	0	14	0
Solid Rosewood drawing-room chairs in damask	0	13	6

An early inspection is respectfully solicited, and your particular attention to the address is requested, in full,

RICHARD A. C. LOADER, 24, PAVEMENT, FINSBURY, LONDON.

TO THOSE WHO DREAD THE CHOLERA.

BRETT'S BRANDY HAMPERS, 20s. EACH.

These precautionary and seasonable little packages contain four bottles of BRETT'S IMPROVED BRITISH COGNAC, with four pint bottles of the LIQUEUR GINGER BRANDY; both of which articles are highly recommended by the Faculty, as worthy of general adoption and a place in every house. A single bottle of either kind of BRANDY may be had here for 3s. 3d. or 1s. 9d.; and a Hamper containing eight bottles (as above) will be despatched to any part of the country, on receipt of a Post Office order for a Sovereign.

HENRY BRETT & Co., Old Furnival's Inn, Holborn.

BRYANT AND MAY,

133, TOOLEY-STREET, LONDON,

Manufacturers of Grease for every Description of Railway Traffic, and all other kinds of Machinery.

RECOMMENDED BY THE FACULTY.

PEARS'S TRANSPARENT SOAP.

THE superiority of this Soap over every other will be apparent on Comparison; and when used a few times, its own intrinsic value will fully establish its pre-eminence. The Genuine Transparent Soap is of an uniform consistence, of a pale amber colour, of an agreeable fragrant smell, more durable than any other Soap, and much more pleasant to use. For Shaving, gentlemen will find this Soap superior to any offered to the public, as it produces a strong lather, softens the beard, and leaves the face delicately smooth and white. For Washing, price 1s. and 1s. 6d.; and in large squares, perfumed with Otto of Roses, price 2s. 6d. For Shaving, price 1s., 1s. 6d., and 2s. 6d. each. Also Shaving Rolls for gentlemen travelling price 1s. 6d. and 3s. each.

Prepared and Sold by F. PEARS, 91, Great Russell-street, Bloomsbury, and by most respectable Perfumers town and incountry. Removed from 55, Wells-street, Oxford-street.

DAVIS'S REGISTERED NORMAN RAZORS.

"AS a specimen of what English Cutlery is, we might point to the taste, workmanship, and finish shown in this Razor. The edge is circular, which obviates the *scraping* characteristics of the common Razor; the Norman Razor does not scrape—it shaves."—*Douglas Jerrold.*

JOHN DAVIS begs to solicit attention to his LONDON-MADE TABLE CUTLERY; being the manufacturer, he is enabled to offer advantages which few other houses possess. Maker of the Unrivalled Razor Strop.—Manufactory, 69, Leadenhall-street; also 39, Threadneedle-street. Established 1816.

MECHI'S RAZORS, STROP, and PASTE for 11s.—4, LEADENHALL-STREET, London.—Pair of razors 7s; strop 3s. 6d.; paste 6d. The razors warranted, or exchanged if not approved. Those who find shaving painful and difficult will do well to try the above, it being well known that Mechi has been eminently successful in rendering shaving an easy operation. Superior shaving brushes, Nayles soap, and every article of first-rate quality for the toilet. Caution.—Do not buy any strop as genuine unless Mechi's name is on them, there being so many counterfeits. Elegant case of razors for presents, from 25s. to 10 guineas. Ivory handled and Scotch strops.

ROYAL PAPIER MACHE AND JAPAN WORKS

JENNENS & BETTRIDGE,

Manufacturers by Special Appointment to Her Majesty, H. R. H. Prince Albert, and the Royal Family,

6, Halkin-street West, Belgrave-square, London: and also at Birmingham.

At these works are manufactured Papier Mâché Trays, Tables, Chairs, Cabinets, Desks, Inkstands, &c., &c

Jennens & Bettridge's manufactures can be had at the establishments above named, and of the principal wholesale and retail houses in the United Kingdom; also of their correspondents in every important city in the world.

N.B.—All goods marked with Jennens and Bettridge's names are warranted.

Strangers of respectability visiting Birmingham may inspect these works, and obtain introductions to the other establishments of interest in the town.

Établissement Royale d'Articles en Papier Mâché.

JENNENS ET BETTRIDGE,

Fabricants et Fournisseurs Ordinaires de Sa Majeste, de S. A. R. le Prince Albert, et de la Famille Royale,

6, Halkin-st. West, Belgrave-sq., a Londres; et aussi a Birmingham.

Dans cet Etablissement on fabrique en papier Mâché des Plateaux, des Tables, des Chaises, des Boîtes des Papeteries, des Encriers, etc., etc.

On peut se procurer les articles fabriqués par JENNENS ET BETTRIDGE aux Etablissements ci-dessus nommés et dans les principales maisons de gros et de détail du Royaume Uni, ainsi que chez leur correspondants dans toutes les villes importantes du monde.

Jennens et Bettridge garantissent tous les articles qui portent leur noms.

Les Etrangers qui visitent Birmingham peuvent inspecter cette fabrique, et obtenir des propriétaires des lettres d'introduction pour les autres etablissements de la ville qui offrent quelqu'intérêt.

ALPACA

UMBRELLAS.

IT has long been most desirable to find out some material to supersede silk for the covering of an umbrella, on account of its being so soon worn out by the friction of the hand. After several experiments, W. and J. SANGSTER have succeeded in applying

A NEW MATERIAL, KNOWN AS ALPACA,

Which will wear considerably longer than any silk, look as well, and cost only half the price, viz 10s. 6d. instead of 21s. In offering this new article to the public, the Patentees beg to state that they have licensed several of the large wholesale manufacturers, consequently they may be obtained of most umbrella dealers in the Kingdom; **and of SANGSTERS', Patentees, 140, Regent-street, 94, Fleet-street, and 10, Royal Exchange.**

Shower Baths and Curtains, 8s.:

Ditto with Copper Conducting Tubes, Brass Pump, Valves, and Curtains, from 60s.; Sponging Baths from 10s.; Hip Baths, 17s., 19s., and 21s. Also every description of Bath and Toilet Wares, 30 per cent. under other houses. R. and J. S. being Manufacturers, can confidently warrant them for durability. Their Book of Drawings of Baths, and every article in Furnishing Ironmongery, may be had gratis, or sent to any part post free. **R. & J. SLACK, 336, Strand, opposite Somerset House. Established 1818.**

Balance Ivory Table Knives, 10s.

The great patronage R. & J. S. have received in this department, gives them confidence in asserting that, their Cutlery will be found equal if not superior, to any in London, at prices 25 PER CENT. under what is usually charged.

Dessert ditto, 9s.; Carvers, 3s. 6d. per pair. White Bone Table Knives, 6s.; Dessert ditto, 4s.; Carvers, 2s. per pair. Superior Kitchen Table Knives and Forks, from 6s. 6d. per dozen. Table Knife, with pure Nickel Silver, Tables, 22s. per dozen; Dessert ditto, 18s.; Carvers, 6s. 6d. per pair, all marked RICHARD and JOHN SLACK, and warranted.

SILVER & ELECTRO-PLATE SUPERSEDED BY RICHARD & JOHN SLACK'S Chemically Purified

NICKEL SILVER.

A good substitute for silver has long been sought after, and numerous have been the attempts to **produce a perfect metal, that will retain its colour when in use.** How fruitless the attempts have been, the public know too well, from the fact that all their purchases have hitherto, after a few days' wear, exhibited a colour little better than brass. The very severe tests that have been applied to our metal, (which in all cases it has withstood), at once place it pre-eminent above all others, and from its silver-like appearance, gives us confidence in asserting that it is, and must remain, the

ONLY PERFECT SUBSTITUTE FOR SILVER.

	Fiddle Pattern.	Strongest Fiddle.	Thread Pattern.	Victoria and King's Pattern.
Table Spoons and Forks per doz. ..	12s.	19s.	28s.	30s.
Dessert ditto ditto	10s.	16s.	21s.	25s.
Tea Spoons	5s.	8s.	11s.	12s.

Cruet Frames with best Cut Glasses, from 22s.; Candlesticks, 12s. per pair; also every Article for the Table Tea Sets, &c., at proportionate prices.

R. and J. S. beg to caution the public against several spurious imitations of their articles, which are daily offered to the public, as Albata, British Plate, &c. The genuine are to be had only at their Establishment 336, STRAND, opposite Somerset House, where no inferior goods are kept.

On receipt of ten postage stamps a sample spoon will be sent free.

FENDERS AND FIRE IRONS.

The Greatest Variety in London, at prices that defy competition.

Bronzed Scroll Fenders, with Steel Bar, from 10s.

RICHARD AND JOHN SLACK.

336, STRAND, OPPOSITE SOMERSET HOUSE.

Their Book, containing upwards of 200 Engravings, may be had Gratis or sent to any part Post Free.—Established 1818

LADIES TRAVELLING,

Or while otherwise exposed to the scorching rays of the Sun and heated particles of dust, will fi

ROWLANDS' KALYDOR.

A most refreshing preparation for the Complexion, dispelling the cloud of languor and relaxation, allayi all heat and irritability, and immediately affording the pleasing sensation attending restored elasticity of th Skin. This preparation, eminently balsamic, restorative, and invigorating, is equally distinguished fo safety in application, as for unfailing efficacy in eradicating all *redness, tan, pimples, spots, freckless, dis colourations,* and other *cutaneous visitations.* The radiant bloom it imparts to the cheek, and the softness an delicacy which it induces on the hands and arms, render it indispensable to every toilet.

Gentlemen, after shaving, will find it allay all irritation and tenderness of the skin, and render it sof smooth, and pleasant. Its *purifying and refreshing properties* have obtained its exclusive selection by He MAJESTY the QUEEN, the COURT, and the ROYAL FAMILY of Great Britain, and the several Court of Europe, together with the "élite" of the Aristocracy, from the sultry climes of India to the frozen realm of the Czar.

*** Beware of *spurious* "KALYDORS," for sale, containing mineral astringents utterly ruinous to th Complexion, and by their repellent action, endangering health. The words "ROWLANDS' KALY-DOR" are on the wrapper of the genuine article; and the words "A. ROWLAND AND SON, 20, Hatton Garden," are also engraved (by desire of the Hon. Commissioners) on the Governmen Stamp affixed on each bottle. Price 4s. 6d. and 8s. 6d.

ROWLANDS' MACASSAR OIL

Insinuates its balsamic properties into the pores of the head, nourishes the Hair in its embryo state, accele rates its growth, cleanses it from Scurf and Dandriff, sustains it in maturity, and continues its possession of healthy vigour, silky softness, and luxurious redundancy, to the latest period of human life. In the growth of WHISKERS, EYEBROWS, and MUSTACHIOS, it is also unfailing in its stimulative operation. For Children it is especially recommended, as forming the basis of a beautiful head of hair, and rendering the use of the fine comb unnecessary. The especial patronage of HER MAJESTY THE QUEEN, the COURT, and the whole of the ROYAL FAMILY of GREAT BRITAIN, and of every Court of the civilized world; and the high esteem in which it is universally held, together with numerous Testimonials constantly received of its efficacy, afford the best and surest proofs of its merits. Price 3s. 6d.—7s.—Family Bottles (equal to 4 small 10s. 6d., and double that size, 21s. per bottle.

☞ Each bottle of their *genuine* article has the words "ROWLANDS' MACASSAR OIL" engraved in two lines on the Wrapper; and on the back of the Wrapper nearly 1,500 times, containing 29,028 letters.

ROWLANDS' ODONTO,

OR PEARL DENTIFRICE,

A WHITE POWDER FOR THE TEETH, compounded of the choicest and most recherché Ingredients of the Oriental Herbal, of inestimable value in *preserving* and *beautifying* the TEETH, *strengthening* the GUMS and in rendering the breath sweet and pure. It extirpates all tartarous adhesions to the teeth, and ensures a *pearl-like whiteness* to the enamelled surface. Its *Anti-Septic* and *Anti-Scorbutic Properties* exercise a highly beneficial and salutary influence; they arrest the further progress of decay of the teeth, induce a healthy action of the *Gums* and cause them to assume the brightness and colour indicative of perfect soundness; while, by confirming their adhesion to the teeth, they give unlimited enjoyment and fresh zest to appetite, by perpetuating effective and complete mastication. Its truly efficient and fragrant aromatic properties have obtained its selection by HER MAJESTY THE QUEEN, the COURT and ROYAL FAMILY OF GREAT BRITAIN, and the SOVEREIGNS and NOBILITY throughout Europe.—Price 2s. 9d. per box.

CAUTION.—To protect the Public from Fraud, the Government Stamp, as on the "KALYDOR," is affixed on each box.

BEWARE OF SPURIOUS IMITATIONS.

Some are offered under the *implied* sanction of Royalty and the *Government Departments,* with similar attempts at Deception. The *only genuine* of each is sold by the Proprietors, as above, and by every respectable Chemist and Perfumer throughout the kingdom.

See First Page for the Address of DAKIN & COMPANY, TEA MERCHANTS,

Number One, Saint Paul's Church-Yard, London.